# RAILROAD

MAGAZINE | JUNE 50c

## PAUL BUNYAN'S TOOTHPICKS

*The Story of a Steam Logging Road*

by Richard M. Murdock

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# CAPE CORAL, Florida

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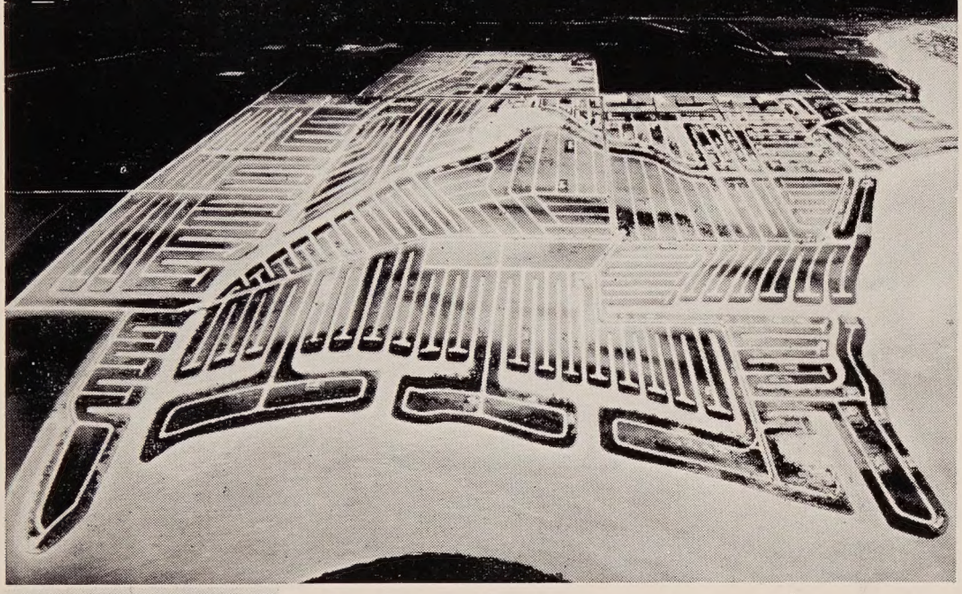

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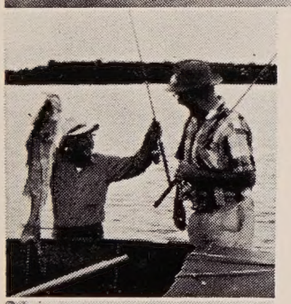

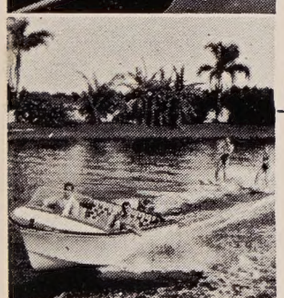

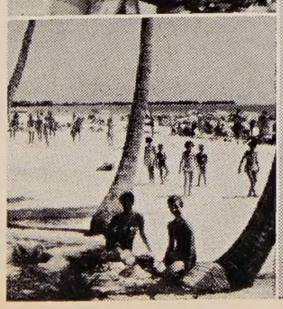

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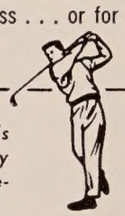

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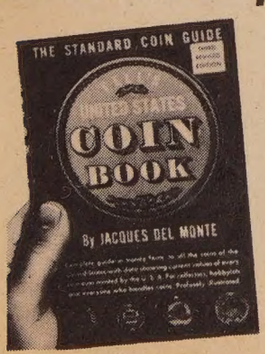


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**Missouri Pacific redball freight with 2-8-4 engine at Pacific, Mo., en route to Kansas City, Oct. 7, 1934. We are publishing this shot to please a St. Louis reader who said *Railroad Magazine* hadn't carried a train-photo of his favorite road in years.**
W. E. Schaffner

# MAIL CAR

## *Railroaders and Fans Sit in With the Editorial Crew*

OUR COVER picture of a Shay engine was painted by Herb Mott, 73 Concord Ave., Glen Rock, N.J., to illustrate "Paul Bunyan's Toothpicks," Bunyan begin a legendary giant of the big woods. Dick Murdock, who wrote the story, lives at 346 Valley View Drive, Pleasant Hills, Calif. Both he and his camera man, J. J. Walk, are Southern Pacific hoggers.

Another SP author in this issue is Bill Knapke, a pensioned conductor and one-time boomer, 9-A North Lane, Orinda, Calif. His "Markers" reflects many years of railroading. So does "Scrap-Iron Special," contributed by Bill Parry, a retired Canadian National engineer, c/o Mrs. J. Cushing, Box 93, Redondo, Wash.

Lucius Beebe's rather startling piece on "The Blackmailing Carbuilder" is a piquant foretaste of his next book, *Mansions on Rails: The Folklore of the Private Railway Car,* to be published in the fall by Howell-North Press, 1090 Parker St., Berkeley, Calif. *Mansions on Rails* promises to be a classic for which railroaders and fans alike will be wise to start now saving up their nickels and dimes. ●

OVERSEAS. "The first copy of *Railroad Magazine* I ever saw was in a Malaya bookstore," writes Fred York, 120 Kings Road, Kings Heath, Birmingham 14, England. "I was only mildly interested when I bought it, but after reading the magazine it had such an impact on me that as soon as I got back to Singapore I toured the bookshops in a vain effort to buy more copies. Later, other issues became available. Shopkeepers saw my obvious enthusiasm and inflated the prices, but even so I was glad to get the magazines. In time, I had several years of consecutive issues bound. I find them useful for reference and never tire of browsing through them.

"Who can send me copies of *Railroad* prior to 1948? I offer in exchange British railway publications, tickets, photos, etc. Any railfan visiting England will be welcomed at my home." ●

PRESIDENT EISENHOWER is not a railfan. He prefers airplanes. Only twice has he ridden the railroad car *Magellan,* once for a New York trip and once on a 1953 visit to Canada. He has just labeled the car "surplus material" and donated it to the Florida Development Commission to be en-

H. S. Kelso

**Bill Knapke, the author of "Markers" (page 26) and many other fact articles.**

**Presidential car *Magellan*, now retired, is on permanent exhibition in Florida.**

shrined at the University of Miami.

The car, a gift from the Association of American Railroads, figured in the swift-moving days of World War II, when President Franklin D. Roosevelt made some of his important decisions while traveling aboard it.

And President Truman used the car many times, particularly while he was barnstorming the country in his campaign victory over Tom Dewey in 1948. (Details in our August, 1956, issue.)

The *Magellan,* built in 1942, is a rolling fortress weighing 288,000 pounds, three times the weight of the average sleeping car. It was built with five-eighths-inch armorplate on its roof, sides and ends. Windows are of 3-inch-thick glass.

Doors open and shut like bank vaults. An escape hatch was designed to provide an exit in case the car plunged off a bridge into water. •

STRASBURG RAILROAD, a 4½-mile line with an ancient history, has just bought its second Pullman, 60 years old and heated by a pot-bellied coal stove, reports Lu Cummings, Jr., 129 Nevin St., Lancaster, Pa. It came from the Reading Co. The first one originally ran on the New York Central. Other equipment consists of an ex-Pennsy boxcar and a 1926 Plymouth gasoline locomotive, to which will soon be added a steam locomotive from New England.

The Strasburg resumed regular passenger service last Jan. 4 for the first time since 1900. The road's president, Donald Hollack, its vice presidents, and about 100 other persons celebrated by making two round trips between the line's two terminals, Strasburg and Lebanon Place, Pa. •

HUGH D'AUTREMONT has just been paroled after serving 31 years of a "life sentence" in Oregon State Prison for murder and attempted train robbery. He and his twin brothers, Roy and Ray, blew up a steel mail car of an express shortly after midnight, Oct. 11, 1923, at the western end of a tunnel in the Siskiyou Mountains, on the Southern Pacific Railroad. This explosion killed a mail clerk but battered the steel car so badly that the three men could not enter it. So they shot and killed the only witnesses—engineer, fireman, a brakeman — and fled. Bloodhounds rushed from Seattle, 542 miles away, failed to pick up the scent.

The three D'Autremonts were hunted


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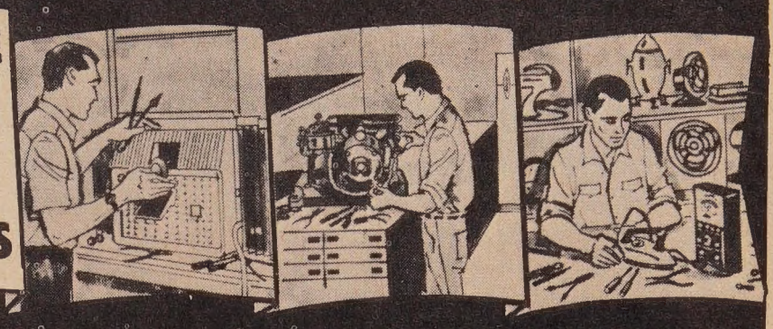

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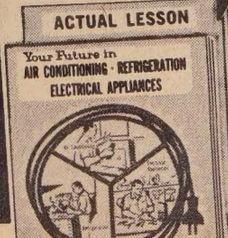


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for three and a half years before the first of them, Hugh, was caught. He was then serving in the U.S. Army under an alias and was stationed in the Philippines. Capture of the other two soon followed. •

SEVERAL readers have asked us about the use of two crummies on long freight trains. M. B. Dolinger of the Chesapeake & Ohio comments: "This C&O, as well as other roads, puts two cabooses on local freights where the train-length justifies the use of a second caboose in order to save time at points where switching is performed. With a head-end caboose the conductor does not have to walk the entire train length to get to the engine.

"Waycars which handle LCL freight are usually located near the head end of local freights to facilitate the spotting of these cars at platforms and freight houses for partial unloading.

"Of course, the diesel locomotive has changed this setup to some extent. It eliminates the need for the head-end caboose on certain trains where more than one unit is used and where train-crew men, except the flagman, can have seats available in the engine. Radios installed on some trains take care of communications." •

FOOTNOTE to Wm. Westphal's article, "She Ran Only in Winter" (Feb. issue) comes from Harry Hyde, Jr., 930 Academy Lane, Bryn Mawr, Pa.: "Although the old steam dummy no longer runs between Manahawkin and Barnegat City (now Barnegat Light), N.J., bits of railroadiana may still be seen in the vicinity, such as:

Harry Hyde, Jr.

**Tracks gone, but old station building is still left at Beach Haven, New Jersey.**

"A Tuckerton Railroad timetable of June, 1921, on display in Barnegat Light Museum, showing distances between stations to hundredths of a mile. The old Beach Haven station building, now the Station Arms Apartments. Ruins of an old railroad embankment. The old Manahawkin depot, now used by a commercial firm. Jersey Central freight station (still active) and passenger station (still standing, although tracks have gone), both at Barnegat, southern terminus of CNJ's Barnegat branch." •

NEW YORK CENTRAL has sold almost 100 of its passenger stations so far in a move to cut down revenue losses in its passenger business. The sales have brought in more than $1,500,000. New owners are utilizing the depots for various purposes ranging from supermarkets to a public library. In each case the Central reserves whatever station space it needs for rail operations.

Most of the properties sold are rather small, but the road has just signed a six-month option agreement for the lease or purchase of its huge passenger stations at Cleveland, Buffalo, Syracuse and Rochester.

Apropos of waning passenger traffic, the Central desires to get rid of its unprofitable Hudson River ferries. The road's president, Alfred Perlman, told this one at a luncheon the other day:

A few weeks ago, during the high winds which struck the New York City area, the weather deck was blown off one of the road's New York to Weehawken ferry boats.

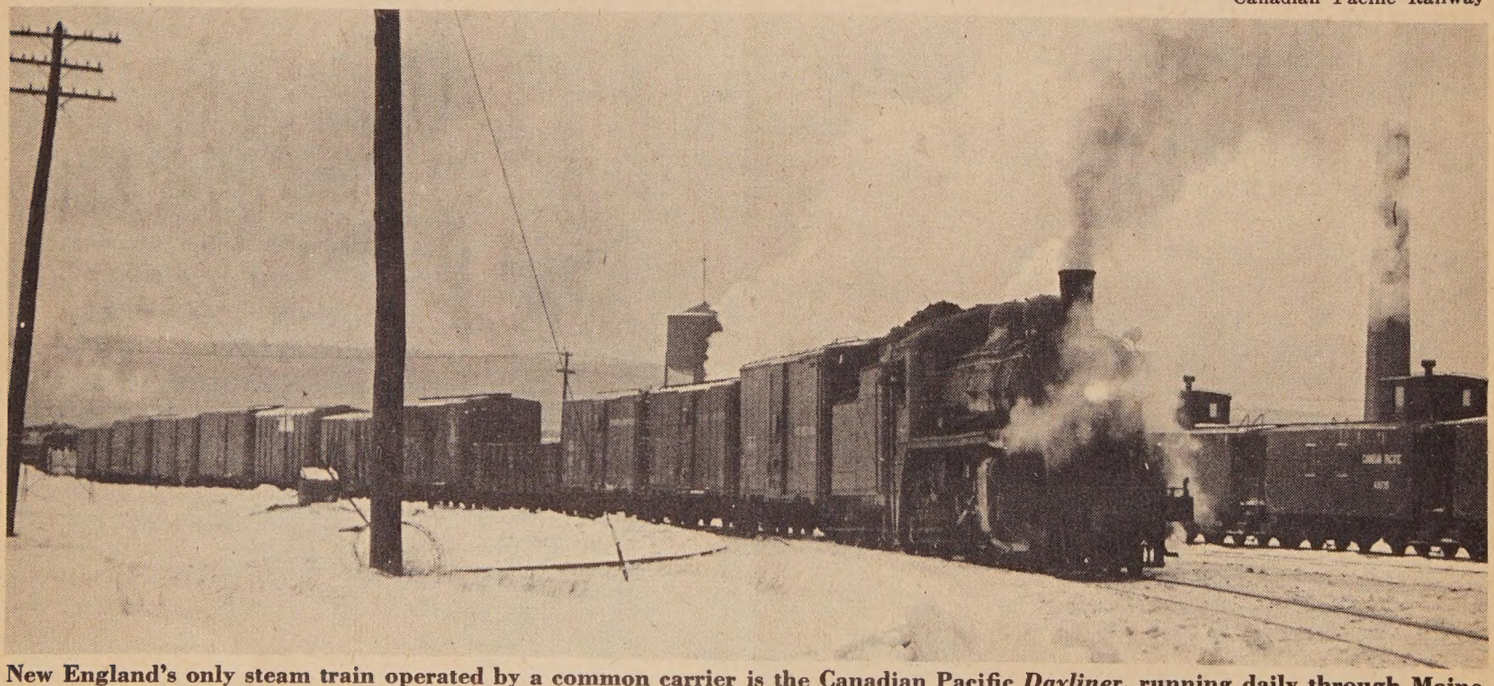
"All nine on board got wet," Perlman said, "the seven members of the crew and two passengers."

He added: "On many of these ferry boat runs we do not have an employe to collect the fares—for the fares we would collect would not even pay his salary." •

PASSENGERS aren't very happy about the buses that have replaced ferries out of Oakland, Calif. The following item comes from William C. Kessel, 101 Center St., Hamburg, N.Y.:

"Everybody was asked to board only one bus instead of the two available at Oakland, but that wasn't possible with all the luggage. Then the driver of the second gas-buggy requested, 'Please, everybody sit on one side. I've got a flat tire.' At the bridge, he lost his nerve and phoned a trouble truck to

Canadian Pacific Railway

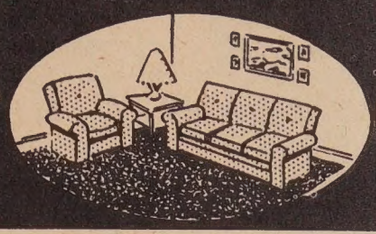


**New England's only steam train operated by a common carrier is the Canadian Pacific *Dayliner*, running daily through Maine.**

# MAKE MORE MONEY IN ONE OF TODAY'S FASTEST-GROWING INDUSTRIES

# We'll train and establish you in YOUR OWN LIFETIME BUSINESS

U.S. Dept. of Commerce says— 45 million homes in U.S. with . . .



$750 million yearly potential in rug and upholstery cleaning . . .

In your town, just 2 jobs a day earns $8,750 profit first year . . .

You become an independent business man with financial and social success.

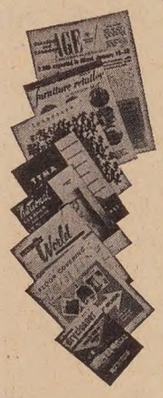
## START PART-TIME . . . IF NOW EMPLOYED

If you have longed for the prestige and financial independence of your own business, the time to turn this dream into reality is NOW . . . during this period of growth in the home furnishings cleaning service field. Here's your opportunity to get in on the ground floor of a booming industry.

Spurred by population growth and new home construction, carpet and furniture manufacturers have more than doubled production within the past 8 years to meet consumer demand. This, in turn, has created a continuing need for the cleaning and care of these furnishings in homes, offices and institutions everywhere. Cleaning requiring specialized knowledge to protect and preserve costly investments—especially wall-to-wall carpeting and fine upholstered furniture—which you will learn under our guidance.

This is a sound, lifetime business which you can build from part-time to full-time, and then further expand by hiring servicemen. Alert Dealers can gross $9.00 hourly on own service, plus $6.00 on each serviceman at National Price Guide charges. We furnish everything required. No shop needed.

## YOU'RE BACKED BY NATIONAL ADVERTISING




As a Duraclean Dealer you are backed by a National Advertising program which is larger than all other similar programs in the industry combined!

**Consumer Advertising:** Ads dramatizing unique benefits of your services reach a nationwide audience through influential magazines as House Beautiful, House & Gardens, Canadian Homes & Gardens, Town & Country, Parents', many others. To tie-in with this national campaign in your town, you receive ad reprints, ad mats, display cards plus other materials.

**Trade Advertising:** More and more retailers are becoming "agencies" for Duraclean Dealers. By recommending your services to their customers, they increase their profits and YOURS. Advertising targets retailers through key magazines. A proven agency program helps you convert retailers into agents. All these benefits you receive as a Duraclean Dealer.

## We Help You Grow

YOUR personal success is of vital importance to every member of Headquarters' staff of experts (a few of whom are pictured here). Whenever a problem arises, whether it concerns business records, advertising, the cleaning of special fabrics, anything at all, you are given prompt, expert counsel. Our **Mutual Cooperation System** also provides 25 other unique continuous services: National Advertising in leading consumer and trade magazines as described above; copyright and trademark protection; local promotional material; home-show booth display; laboratory research and development; monthly sales-building magazine, regional meetings and national conventions, plus many others.

## Five Ways To Make Money

**Duraclean Dealership qualifies you to offer five services, thereby multiplying your profits.**

1. **Duraclean:** Unique ABSORPTION process for cleaning and reviving rugs, carpets, upholstery. Recommended by leading stores and manufacturers. No scrubbing, soaking, shrinkage. Aerated foam manufactured by portable electric Foamovator safely removes dirt, grease, unsightly spots. Dries so fast customers use furnishings in few hours.

2. **Durashield:** *soil-retarding* treatment that KEEPS furnishings clean MONTHS longer. Applied after cleaning, this invisible film protects each fiber from dirt. Easy and quickly applied. So new you may be the *first in town* to offer this type service.

3. **Duraproof:** Protects against damage by moths, carpet beetles. Backed by an International 6-year Warranty!

4. **Duraguard:** A flame-proofing treatment which reduces fire damage. Theaters, restaurants, hotels offer huge potential.

5. **Spotcraft:** Special chemical products which enable you to handle most all spot or staining problems.

## What Dealers Say

**W. Lookiebill** (St. Louis): My 27th year! Began during depression and built business on good service.

**D. Chilcott** (N. Platte): Duraclean say gross $9.00 per hour. I gross up to $12.00. Many dealers do much better.

**M. Lyons** (Chgo): 2nd year should hit $100,000; 1st was $40,000. Hdqrs help makes it possible.

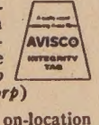
**E. Roddey** (Hampton, Va.): Did $600.00 first 12 days in January. My business keeps growing each month.

**A. Wilson** (Tulsa): Made $1,299 this month working alone. Duraclean outperforms all competitors.

### Backed by Famous Awards

These two important honors conferred on Duraclean give PROOF of your superior services. As a Duraclean Dealer, you will be the only cleaning service in town backed by both these famous seals. No wonder customers buy Duraclean so quickly!

### What Manufacturers Say




". . (Duraclean) standards in keeping with service to which . . carpets and consumer are entitled." —*Avisco (American Viscose Corp)*

". . superior to any on-location process with which I'm familiar." —*President, Modern Tufting Co.*

". . we approve this process . . in keeping with better service to Mrs. Housewife." —*Aldon Rug Mills*

# FREE

## Booklets Tell How!

Letter and illustrated booklets explain urgently needed services, waiting market, large profits, PROTECTED territory. Send coupon for free facts today.

## Mail Coupon—You Get Free Booklets!

### "OWN a Business" Coupon

**DURACLEAN CO., 9-706 Duraclean Bldg., Deerfield, Ill.**

WITHOUT OBLIGATION, show me how I may enjoy a steadily increasing life income in my OWN business. Enclose FREE booklets and free details.

Name .....

Address ..... County .....

City ..... State .....

**DURACLEAN® CO., 9-706 Duraclean Bldg., Deerfield, Ill.**

change doughnuts. Result: over an hour late." ●

A DUAL-POWERED, two-in-one locomotive comprised of a diesel-electric and a third-rail electric locomotive in one car body was described at a recent meeting of the American Institute of Electrical Engineers.

General Motors developed the new locomotive, a mass-produced diesel-electric that can also operate directly from a third rail and thus enter and leave New York's two principal stations without change of motive power or without stopping for change in source of power. Previously, operation in two power areas required two separate locomotives. Some 30 units are now in service on the New Haven Railroad. ●

MISSOURI PACIFIC's dynamic president, Russel L. Dearmont, chides certain railroad officials for constantly dropping services. He declares that "the most vital decision" the railroad industry must make is "whether it will be the great transportation agency of the country or a continually shrinking, less important factor in the transport field."

"If we meet our problems by retiring from every field where the going is rough," he says, "we will deserve the minor place that such an attitude will put us in."

*Labor,* a newspaper, reports that "members of Congress are urging the ICC to put the brakes on the pell-mell effort of some railroads to slash or abandon passenger service." It charges that "some railroads deliberately try to discourage passengers in order to build up a case for abandonment of trains."

The Missouri Pacific is not one of those roads. President Dearmont points to certain steps the Mopac has been taking to modernize its freight and passenger service.

In the latter field, the MP has provided low-cost tray meals for coach passengers, free coffee breaks, overnight sleeping accommodations at coach fare plus a small added charge, special trains for special events, and various other features to attract more passengers.

"The policy of seeking increased passenger traffic for Missouri Pacific trains will continue. We will be alert for improved service and we will be looking for added innovations to popularize our passenger trains."

Most of the big roads are actively soliciting passenger business. Union Pacific, for example, has invested over $31 million in new modern passenger equipment in recent years. That doesn't sound like defeatism. But too often the public fails to support branch-line locals. Last winter, when a New York Central branch train was snowbound, the company sent its passengers – all three of them–home in the same taxicab. ●

NEWSWORTHY. Plans for the projected merger of the Norfolk & Western and the Virginian are "progressing very satisfactorily," reports N&W President Saunders, adding that "the new railway system would enable us to accomplish many things that neither road can do alone."

"What happened to the plan for the Northern Pacific, Great Northern, Union Pacific, and Milwaukee Road to use the same depot in Spokane, Wash.?" asks John Aardema, 114 16th Ave., Paterson, N.J.

Identical to the great Union Dome at Baton Rouge, La., the world's biggest circular building without internal supports (pictured in our Feb. issue), a newer dome is being built at Wood River, Ill., by Graver Tank & Mfg. Co., now a division of Union Tank Car Co. Both domes were designed for tank-car repairs. UTC owns America's largest fleet of railway tank cars.

Excerpt from *Railroad Man's Magazine* of Feb., 1907, "There was a lot more fun in railroading of the '70's than there is today."

Yes, and a lot more danger, and longer hours and harder work. We don't think you'd want to go back to it even if you could.

**Chesapeke & Ohio stenog in office of chief medical examiner: the blue-eyed Miss Sandy Hensley, who lives at 1024 16th St., Huntington, West Virginia.**

A special train of four cars, traveling at times nearly as slow as a man walks, recently carried General Electric's heaviest single shipment, a 230-ton generator stator, from Schenectady, N.Y. to near Mystic, Mass., via the New York Central, the New Haven, the Boston & Maine, and the Boston & Albany. Among the arrangements made for this oversize shipment was the shoring up of a bridge over a street in Willimantic, Conn.

To expedite the classification of more than 50,000 on-line freight car records daily, the Illinois Central has installed the first high-speed teleprinter in the railroad industry. It is capable of transmitting 600 words a minutes as contrasted with the usual 60 and 100 word per minute teleprinters used on railroads.

Effective next Jan. 1, the New York Central will terminate its express transportation contract with Railway Express Agency. The Central feels it can develop a more efficient small-shipment service of its own. "Changing conditions require changing methods," says Alfred E. Perlman, president of the Central. "REA's operations today are essentially the same as they were when the Agency was set up–almost 30 years ago." REA is owned by 68 railroads. It handles rail and air shipments.

Illinois Central has asked the ICC for authority to buy the Tremont & Gulf for $700,000. This railway is located wholly within Louisiana, 61 miles between West Monroe and Winnfield, with two branches totalling 21.6 miles.

Wanted: narrow-gage Uintah Ry. anecdotes and personal experiences. We'd like to hear from anyone familiar with the severe operating conditions on this now-abandoned Colorado road. Your editor is writing the Uintah story in collaboration with the road's old general manager, L. C. Sprague, who designed its steam locomotives for grades up to 7½ percent.

Southern Pacific is asking ICC for permission to abandon its 70.4-mile narrow-gage branch (featured in our Feb. '59 issue) and to substitute service by its own Pacific Motor Trucking Co., reports A. Parsons. It blames dwindling traffic, high taxes, and delay and expense of transferring shipments between narrow- and standard-gage cars. ●

60 YEARS ago the Chicago & Eastern Illinois bought the Carthage, Paducah & Memphis, and that winter E. H. DeGroot, Jr. (now of Washington, D.C.), served as chief dispatcher at Danville, Ill.

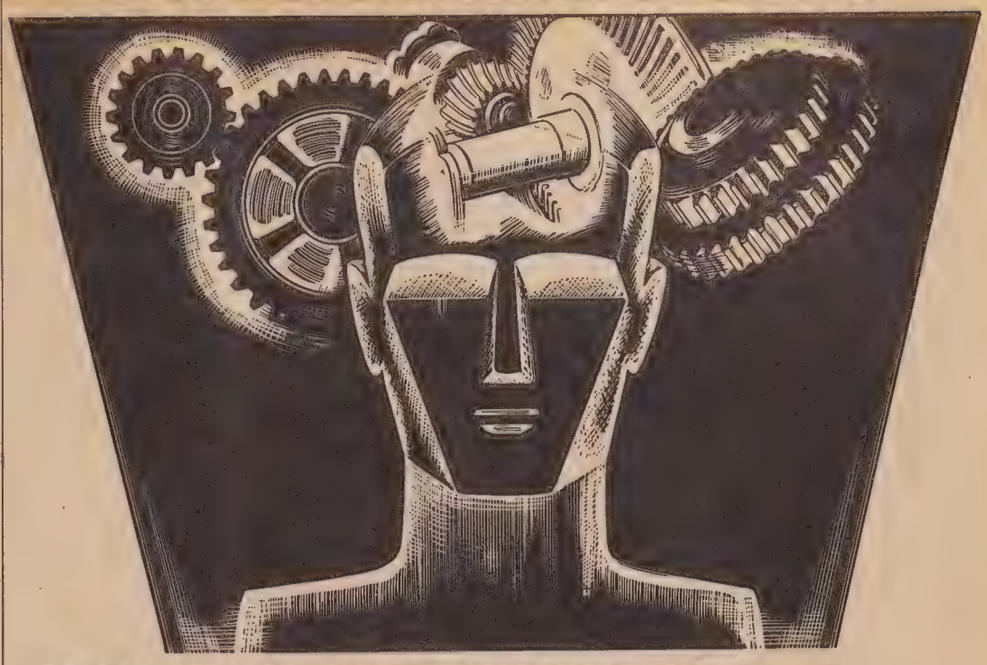
"Desiring to acquaint myself with the new territory," he writes, "I rode locals from time to time, leaving the office in charge of Charlie McCormac, the night chief. On one trip I was standing on the West Frankfort station platform watching the crew unload way freight when I heard through an open window the Danville dispatcher calling the station for an order. Stepping over to the operator, I said quietly, 'VR is calling you for a 9.' After the operator had delivered his order he came over to me and said: 'Say, bo, they're hiring ops at Danville. Better go up there. I think you can get a job.' I smiled, thanked the man, but did not explain." ●

RAILCATS, born and raised in a railway station, resent traveling by bus. Which leads to the story of four cats belonging to Oswald Walker. When Mr. Walker retired from his job as stationmaster at Friargate, Derby, on the British Railways, he sent his pets to his new home at Newby. Each cat, wearing a red ribbon and a nameplate, was enclosed in a cardboard carton and shipped by bus. Enroute to Newby, all four forced open their cartons, quietly slipped out of the bus, and later were found strolling around the old familiar Friargate depot. The story comes from John B. Simcox, 141 High St., Tewkesbury, Glos., England. ●

ONE cold night back in 1917 when Thomas H. Bailey (now 351 Butler St., Etna, Pittsburgh, Pa.) was working as head brakeman on the New York Central's Erie Division, his train picked up 60 cars of coal and made the hill at Ashtabula, Ohio.

"As we came up to the freight main track at about 6:30 a.m.," he says, "we needed water. I left the cab to swing the water spout over the tender, but it was frozen stiff. I could not move it. A fast express was due to pass us on the adjoining track but I didn't know how close it was. I braced my feet against the high-speed rail and pushed. The spout sprung. Hearing a swish, I turned around to see that the express had just passed. If the spout hadn't moved at that instant I wouldn't be alive." ●


# The Mechanism of Mind



## WHY YOU ARE AS YOU ARE—
## and *What You Can Do About It!*

Did you ever stop to think *why* you do the things you do? Have you often—when alone—censured yourself for impulsive urges, for things said or done that did not truly represent *your real thoughts,* and which placed you at a disadvantage? Most persons are *creatures of sensation*—they react to instinctive, impelling influences which surge up within them and which they do not understand—*or know how to control.* Just as simple living things involuntarily withdraw from irritations, so likewise thousands of men and women are content to be motivated by their undirected thoughts which haphazardly rise up in their consciousness.

*Today you must sell yourself* to others—bring forth your best abilities, manifest your personality, if you wish to hold a position, make friends, or impress others with your capabilities. You must learn how to draw upon your latent talents and powers—not to be bent like a reed in the wind. There are simple, natural laws and principles which—if you understand them—make all this possible.

### Accept This FREE Book

For centuries the Rosicrucians (not a religious organization) a world-wide movement of men and women devoted to the study of life and its hidden processes, have shown thousands how to probe these mysteries of self. Renowned philosophers and scientists have been Rosicrucians—today men and women in every walk of life owe their confidence and ability to solve personal problems to the Rosicrucian private, *sensible* method of self-development. To learn what the Rosicrucians can do for you regardless of your present position in life, send TODAY for your free copy of the book, "The Mastery of Life." There is no obligation. Please use coupon below or simply address your request to Scribe E.H.J.

Scribe E.H.J. The Rosicrucians (AMORC), San Jose, Calif.
Please send me your free book, "The Mastery of Life," which I shall read as directed. This does not obligate me in any way.

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*The* ROSICRUCIANS
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SAN JOSE, CALIFORNIA, U. S. A.

# America's radar sky-watchers report for duty on rails of steel

**Another example of how railroad progress goes hand in hand with U. S. progress**

Stretching across America, a vast network of radar stations is on guard night and day—helping to keep the skies above your home free of intruders.

And America's progressive railroads are essential to these radar installations. They help to haul the raw materials for their construction. They help move the finished components to their duty stations. No other form of transportation can handle such massive hauling jobs with the economy and efficiency of the railroads.

The railroads are vital to our national defense and to the growth of our economy. The country — you — couldn't do without them.

*RAILROAD PROGRESS: Welded rail, laid in continuous lengths of steel, gives passengers and freight smoother rides.*

**AMERICA MOVES AHEAD WITH THE RAILROADS**

Association of American Railroads, Washington, D. C.

**ESSENTIAL TO THE NATION'S ECONOMY**

# Photos of the Month

Don Wood, 20 Mt. Haven Drive, Livingston, N. J.

**Only an expert photographer can get a detailed shot of a locomotive at night. This one was made at Owen Sound, Ontario, in the early-morning darkness of July 24, 1957, when the Canadian National's 5594, Class K-3b, was being readied for a run.**

## Starucca Viaduct

**This bridge carries the Erie Railroad over Starucca Creek between Lanesboro and Susquehanna, Pa. Length, 1040 feet; width, 25 feet; maximum height, 100 feet. Built in 1848 for one broad-gage track, it has long since been double-tracked standard gage. Only diesel-powered trains use it today. Tracks in lower right corner are owned and operated by Delaware & Hudson. Next page shows D&H engine 1521 on that track, with viaduct in background.**

Erie Railroad

Ray E. Tobey, Rail Photo Service, 93 Massachusetts Ave., Boston, Mass.

**Glamour from the past lingers in the present as a steam-powered mixed train continues to chug over the D&RGW's Silverton line, the sounds of which are memorialized in a new hi-fi LP recording, *Rio Grande Narrow Gauge* (reviewed in this issue in our Railroad Hobby Club section).**

John Briggs, 158 N. Maple Ave., East Orange, N. J

**The Baltimore & Ohio's 7625, Class EM-1, a mighty 2-8-8-4 type, was seen climbing Cranberry Grade near Amblersburg, W. Va., with a 54-car coal drag, helped by two pusher engines at rear of train in Sept., 1948.**

Richard H. Kindig, 3831 Perry St., Denver, Colo.

# Paul Bunyan's Toothpicks

by Richard M. Murdock

*There's a Narrow-Gage Railroad That Hauls Logs for About 50 Miles Through the California Big Woods and Gets Along Very Nicely Without Diesels*

PHOTOGRAPHS BY J. J. WALK

STEAM is still king in the high Sierras. For several months each year you can see smoke curling from the tall stacks of Shay locomotives in the California big woods. There are seven Shays and one Heisler, all active.

These engines are kept busy hauling loads of Paul Bunyan's toothpicks for the West Side Lumber Company, which operates about fifty miles of three-foot-gage railroad with 100 percent steam power. A few sprawling buildings at Tuolumne, 2600 feet above sea level, mark the company's headquarters.

The steam operation is a rare and beautiful sight. Railfans from distant places flock here with cameras and tape-recorders to memorialize the remnants of bygone days.

They chat with such men as "Shorty" Leland Maddox, first on the engineers' seniority list. Shorty is a hoghead six days a week and a cowhand on Sundays, his interests ranging from engine-house to corral. Every Monday morning at a quarter past midnight he swaps levis for overalls, cowboy boots for shoes, and a broad-brimmed Stetson for a hogger's peaked cap. He is assigned regularly to the Ten-spot, an 80-ton oilburner built by Lima in 1928 (pictured on front cover) and his fireman is Jim Weeks.

The odd-looking No. 10 is not exactly a racehorse. Like all Shays, her boiler is set off to the left to counterbalance and make room for her three cylinders just ahead of the cab on the right. These cylinders transmit power to three sets of four-wheeled trucks via crankshaft, sleeved couplings, universal joints, pinions, and gears, all exposed. Solid axels make each 34 inch wheel a driver. Ten miles an hour is her best speed but she can round sharp curves up to 70 degrees.

It's a star-splattered night in the mother lode country with a sliver of golden moon hanging above the ridge. But West Side's business is timber, not gold. White and ponderosa pine, white and red (Douglas) fir, and cedar, maybe for pencil stock or six-foot railroad ties. In the semi-darkness you glimpse an acre of logs floating in the brackish water of the adjacent mill pond, many of them dumped from Shorty's train.

"Mornin', Jim," Shorty greets his fireman as the morning work begins.

'Although Jim Weeks is fifth on the list of eight runners, he prefers to fire. He gives the Ten-spot the once-over. Her cab brass glints in the pale moonlight.

The conductor, Jack Neil, has two brakemen, Wayne Cram and Albino Spinetto, the latter being also the West Side's roadmaster. Jack walks up to the cab and hands Shorty the only written order he'll receive on the entire round trip. It reads:

C & E ENGINE 10 AUGUST 18 1958
ENGINE 10 RUN TUOLUMNE TO CAMP 24 WAIT AT CAMP 21 FOR ENGINE 8 PICK UP THEIR TRAIN CALL AT CAMP 24 TAKE REEFER 2 BARRELS TORQUE FLUID FOR NIAGARA O K 12 30 AM
GREEN DISPATCHER

Soon a pair of shrill toots shatter the Sierra stillness. Only the Ten-spot sports a donkey-engine whistle, one that shrieks of the diamond-stacked '80's. And Shorty, a born whistle artist, never misses a chance to display his skill. On such occasions most of the town's 2200 drowsy residents are said to roll over in bed and grumble, "Shorty's leavin' town," and then resume their slumber.

The Shay's rapid exhaust is creating quite a commotion along the shadowy bank of Turnback Creek.

Above, on the ridge, scattered oaks and digger pines stand silhouetted against the mountain sky. Shorty widens on the throttle for the grade by Baker Siding, his Johnson bar nearly in the corner.

"Hook up a Shay more than six notches and she won't steam," he says, from wisdom born of experience.

JIM WEEKS drops to the deck and funnels through a few scoops of sand, further darkening the night sky. The steam-gage needle quivers near 210. We're headed east for remote timber country.

Now she's dipping over the ridge into the rugged, mine-dotted canyon of the North Fork of the Tuolumne. The river is a silvery ribbon barely discernible far below. Still there's no real timber — mostly brush, scattered oaks, digger pines—and rattlesnakes. Down by Dry Tank, then a slight pull before the track levels to follow the curvy contour of the canyon, and we cross the river itself, at Mile 7, on a timbered bridge.

Bridge Watchman Frank Smith, grizzled and seventy, waves from his trackside shanty as the train rumbles across the curved North Fork trestle, 300 feet long and 62 feet high. Frank has been with the West Side off and on since 1910 but, as he puts it, "I got so old, they put me on bridge watchin'." Insurance companies insist on watchmen during the fire season.

Now the Ten-spot really goes to work, for it's 16 miles to Camp 21, uphill all the way, with grades up to 5 percent and curves as sharp as 60 degrees. The Shay bellows power to the night sky. Jim has the Monitor injector steadily supplying the boiler. Water dances at a safe half-glass. The fuel oil is hot and there's a thin haze at the stack, the steamy smell of well-lubricated machinery doing a job.

The donkey whistle screams again. Road crossing ahead. Suddenly the night is split with light. Flash! Flash!

"Darned shutterbugs!" Shorty snorts. "Gettin' so they nearly blind a man every trip! Guess they got tape recorders, too! Act like it's our last run."

Around a bluff and into Basin Creek Canyon our little train labors. Another crossing. More flash pictures. There's timber now, straight young pines, firs, cedars. Second and third growth, but mostly thick, a good sign for the future.

A mile west of Straight Siding, the Ten-spot skirts a single, overturned logging flatcar with shiny flanged wheels skyward, victim of a mishap a few days before. Soon we come to the siding itself—capacity, 22 cars.

Camp 8, originally Nashton town, where all rolling stock was maintained the first six years of the road's operation, lies two miles beyond at 3400-foot elevation. Little evidence remains of this once-bustling community. Water tank, section houses, a few old buildings, a rusty donkey engine—that's all of Camp 8 today.

**Shorty Maddox and the West Side Lumber Company's 10-spot wheel a string of "toothpicks" westward over North Fork trestle.**

Ironically, the donkey is fired up daily, mill blocks serving as fuel. It's purpose? Hot water for the gandy dancers.

Leaving Camp 8, the steady climb continues. Shorty checks his watch. 2:30. On time. It's eight miles to Deadwood, eleven to Camp 21, seventeen to Camp 24, the turning point. They're due at 24 by 5:30.

The pine-scented air is cooler now, almost snappy. A porcupine across the track in the headlight's glare, and then a doe with two fawns.

"Never hit a deer yet," Shorty tells us. "Bears, they're gettin' scarce. Used to see mountain lions and bobcats only four miles out of Tuolumne. Then the last four years runnin', a mountain lion had a pair of kittens each spring. She'd cross just west of Camp 8, the kittens frolicking behind her."

Cattle have a tendency to bed down on the right-of-way in numbers, probably because, as Shorty says, "it's the only level place they can find." He watches out for them.

OUR Shay is now lurching and weaving into hairpin curves on 35- to 60-pound rail, made by the St. Louis Steel Company in 1883. Block signals, tie-plates, and ballast are unheard-of. The roadbed is crudely hacked in brown and red Sierra dirt, the rougher the better, for Shays seem to thrive on difficulty. Ties are six-foot cedar split from the local forest. Hand-thrown ball lever switches are the rule.

"Considerin' the shape of the road, derailments aren't too common," Shorty says, conceding that slow speeds and the constant efforts of seven section gangs also play a part. "Still, I've been upside-down four times and never left the cab."

The six-spot, long since scrapped, was a two-trucked Shay with engine and tender mounted on a single, rigid frame. She had an almost unbelievable record of bad luck. Of the nine times she made the ditch, Shorty was at her throttle three of them!

"But my last trip upside-down was in the ten-spot here. It was the summer of '54 I was comin' west with 38 loads and the reefer car when I hit a broken rail a mile east of Deadwood. Only the engine ditched. I am glad to say that nobody was hurt."

As it turned out, they simply jacked the track over, got another locomotive and went on into town. As if to prove the indestructibility of Shays, the ten-spot was shopped only three days.

Ahead now, through the trees, shows Deadwood. Siding, water tank, and a wye for turning engines. Now but three miles of grade remain. Then Camp 21 and a wait for the Eight-spot with Leonard Ames at the throttle. This job, known as "the double" because it sometimes makes two Deadwood turns in a single tour of duty, was out of Tuolumne with a string of empties about a half hour behind the ten-spot.

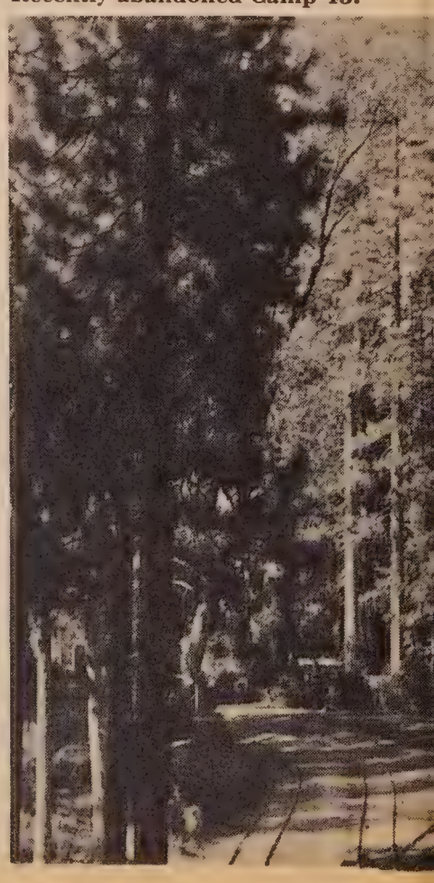
At long last, Camp 21. Shorty closes the throttle and drifts to a halt at the east end—elevation, 5,000 feet. Brakeman Wayne Cram, tall and angular, eyes the ground speculatively. It was here a few night earlier, while switching, that he relayed some rather spectacular signals to the hogger.

"I'm considered pretty deaf," he says, "but one thing is certain. I can hear a rattler even when I can't see him. Such was the case the other night. Know of a safer place from which to pass signals than the top of that telephone pole there?"

Also at Camp 21 ten minutes was lost one day while the crew routed a rattler which was entwined in the truck frame of a logging flat. It's not

**A stop to cool brakes and deliver supplies to bridge watchman Frank Smith at North Fork.**

**Recently abandoned Camp 45.**



uncommon for trains to stop up here for the express purpose of exterminating a rattler.

Now the Eight-spot can be heard pulling up behind, stopping short of the west siding switch. Cutting off, she reaches up and grabs the ten's caboose, backs down, and heads into the siding with it. Shorty catches the back-up sign, nudging his empties against the others, pulling them all up to clear so the eight-spot can switch cabooses. Then Shorty whistles off.

Now that it's level, he has no trouble pulling the reefer, 38 empties, and the caboose to Camp 24, six miles beyond. An unusual rendezvous is scheduled there with the "swing job" from Camp Niagara, currently the end of the line.

It's breaking light by the time we make Camp 24. We stop to head in at the west end of tha passing track which holds but 30 cars. At the east end, Shorty pulls right out onto the main until a stop sign tells him the caboose is clear behind. A cut is made, leaving the pass full. The engine and surplus cars then head around the balloon track, leaving the main clear for the incoming 14-spot, which is assigned to the swing job out of Camp Niagara terminal.

SPENCER BLAIR is at the brake valve as the 14-spot, a reefer, 38 loads, and a caboose jangle to a halt just to clear the balloon. This puts the two engines side by side, both headed west.

Good natured joshing passes between the two engineers but is interrupted by the appearance of Conductor Jack Neil, fresh from the telephone. Jack has a verbal train order from the chief dispatcher, Earl Green, back at Tuolumne.

"Set out half the train at Deadwood, and call from there," he says.

Reaching for the portable blackboard hanging just above the mechanical lubricator, Shorty chalks, *Deadwood.* His eye travels to the portable telephone on the deck. All West Side engines are so equipped. In emergencies, direct contact with the dispatcher can be established by hitching one wire to the overhead phone line and grounding the other to the rail.

It's nearly six now. The woods are bathed in a morning brilliance that intensifies each shade of green. With the first chill-dissolving warmth comes a tingling, pine-scented freshness—Sierra splendor.

We are out on the main now, allowing room for the 14-spot to pull down, then back against the cars Shorty left on the balloon. After that, Shorty nudges back against the loads on the main, gets the air, and whistles off for Deadwood so to share the train with the waiting Eight-spot's crew.

Quiet, lanky Earl Shields is the conductor on the swing job. He gathers verbal orders from the phone, and once Shorty's gone, signals his crew to couple up. Big Spence eases the 14-spot back around the balloon, down the main, and into the siding on top of the rest of the train. They're off then, headed back for Camp Niagara, 20 miles away.

Which means that both trains, cabooses included, have departed just as they arrived. The engines and crews have simply swapped trains.

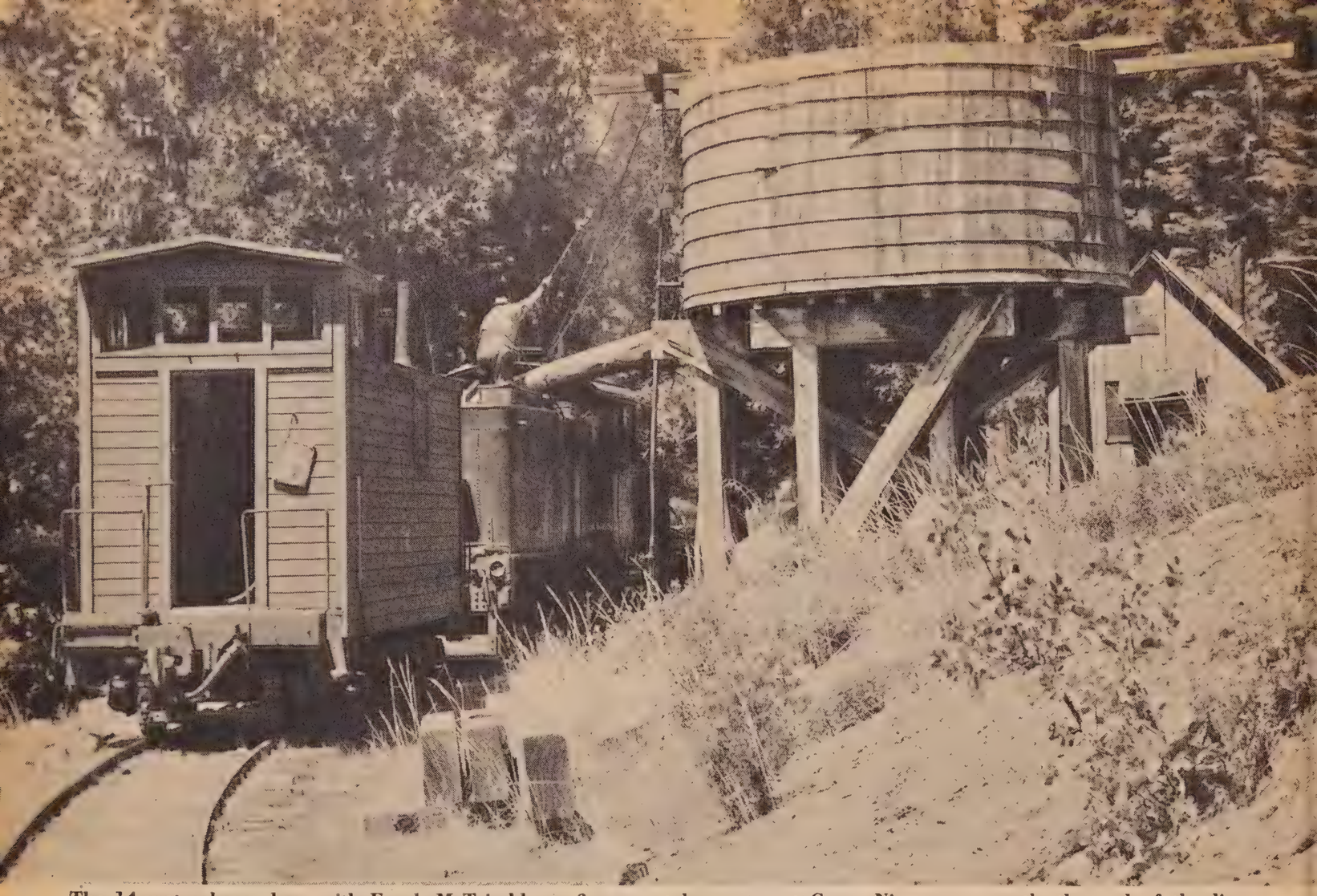
The country is level but curvy, for the most part, but this division boasts three high trestles, while the lower end has only one.

The first, nine miles beyond Camp 24, spans Clavey River, a tumbling, granite-strewn trout stream. This wooden tressle is 74 feet high and 325 feet long, the longest of the four. Camp Clavey is at Mile 37.

There's a slight grade (less than one percent) for three and a half miles leaving the Clavey, then all is

**Note the seed timber left standing.**

**The 14-spot at Camp Niagara. Standing on the right is Richard Murdock, author.**



**The 14-spot caboose hop, with Frank McTrimble as fireman, takes water at Camp Niagara, currently the end of the line.**

level and curvy again. The bridge at Bourland Creek is the highest, 76 feet and the third longest, 315 feet. Crumbine Siding is near here, with water, oil and a wye. It's just five miles from Crumbine into Camp Niagara—elevation, 5,170 feet.

The last trestle crosses Niagara Creek near a newly-activated camp, Niagara. The swing job now ties up at Camp Niagara about one p.m., after spotting some of the empties for loading at the landing and storing the rest at Fleming, a siding a mile to the east. Heavy logging trucks that operate from the cutting area to the landing were brought in on flatcars.

Switching is fairly heavy with the settling of the new camp. Many a time the whole crew assists in a chore such as rolling heavy oil and kerosene drums from a supply car. The silence with which Shays drift was illustrated when the 14-spot backed into an oil spur near the landing. Baptist Guidici was riding the rear footboard when Spence pinched the engine to a crawl.

"Easy over this switch," the hogger said. "She's a bad one."

AFTER the swing job ties up, Fireman Frank McTrimble becomes an engine watchman, which pays him two hours extra. This job usually consists of firing up the 14-spot about seven p.m. so it won't be dead when the hefty cab partners squeeze aboard come 12:30 a.m.

For Shorty Maddox on the Ten-spot, leaving Camp 24 is a bit different. Leonard Ames on the Eight-spot will share his train out of Deadwood, for one thing, and they'll both have meets with a job known as "the tramp." The tramp, on duty at Tuolumne at 7:30 a.m., hauls its share of loads and empties, plus cleaning up any work the other crews can't handle.

The Nine-spot, sister to No. 10, is on the job. She was built by Lima in '23. Bert Bergstrom is at the throttle. Harold "Hap" Handy is the conductor. This run operates clear through to Camp Niagara on Mondays, Wednesdays, and Fridays, returning Tuesdays, Thursdays, and Saturdays. The woods are quiet on the Sabbath.

Each of West Side Shay's is equipped with a 6 E-T airbrake, but it's seldom used. The cars have an unusual straight-air system that is operated by an old New York valve in the cab. Bypassing the triples, the brake cylinder of each car is tapped directly by this separate line, creating an effective, quick-action means of uniform-grade braking.

Shorty's mood on the return trip is reflected in the way the whistle shrilly plays tag with the canyon walls, or shrieks for a meet or a crossing, or for stock—or just out of plain friendliness.

And those in Tuolumne who were aware of his departure in the wee hours are equally aware of his return. Shorty Maddox and Jim Weeks

will scarcely be down from the cab when the first logs from their train hit the pond with a resounding noonday splash. Paul Bunyan's toothpicks!

In 1949 the West Side reached its maximum length, 72 miles, only a mile and a half from the boundary of Yosemite National Park. The move from Camp 45 to Camp Niagara shrank the revised mileage from 57 to 49.

"We used to work seven months on the road," Shorty recalls, "the rest of our time overhauling engines in the shops. Now it's a month or six weeks in the shops, maybe only five on the road."

Officially, however, West Side lists its operating season from May 15 to November 1. Much depends upon the lumber market, prices, timber availability, and operating costs.

One busy place is the chief dispatcher's little trackside office. Earl Green seems to delight in handling the continuously jangling phones. Fiftyish and husky, with glasses and thinning dark hair, his natural cheeriness fits the job. He started with West Side in engine service back in 1920. But when they stuck him in the deep woods as a hogger, he promptly quit, went to town, and hired out on a braking job that switched the mill.

Earl's been with the company ever since, off and on, but he likes most being the chief dispatcher. He takes orders as well as gives them. Anything from pillow cases for Camp Niagara to sides of beef or section-camp supplies.

"Okay, Hap," Earl will say to Conductor Handy on the eastbound tramp job, "you can give me a call up to Camp 24, huh?" Or perhaps to Conductor Jack Neil on Shorty's job, "Meet Number 9 at Baker Siding and come to town." Those are typical verbal orders which Earl gives over the phone.

WESTBOUND trains here are superior by direction. Also, it's up to Earl to arrange trackcar meets with the various trains. This is no easy task, with seven sections and anywhere from 14 to 27 track-car takeoffs per section. These cars are

**No. 8 rounds a curve onto the trestle that spans the North Fork of Tuolumne River.**

large and sturdy, powered with Model A Ford engines and three-speed transmissions. Each winter they are overhauled in the shops, along with the other motive power. Each is equipped with a smaller push-car and a portable turntable with rails so as to negotiate quickly the right-angle takeoffs that designate the meeting points with trains.

Chinese labor built the first twelve miles of West Side track in 1898. White labor managed the next 26 miles, and construction machinery the rest. Originally incorporated as the Hetch-Hetchy Yosemite Valley Railroad, this company dissolved about 1937. It was a comman carrier until 1944 but has since been solely a logging road. Its length has always been determined by the distance from the logging area to the mill at Tuolumne, where it connects with the prosperous Sierra Railroad, a standard-gage pike operating between Tuolumne and Oakdale (with a Southern Pacific connection). West Side is a division of Pickering Lumber Corporation.

Currently, West Side's engines consists of one Heisler (No. 2) and seven Shays. The two-cylinder geared Heisler, converted to standard gage, switches daily around the expansive mill grounds at Tuolumne. Lanky Cy Robertson is her regular fireman.

"This job heads under the Mill Workers' Union, so I'm not on the roadmen's seniority list," he says. "But I work the year 'round, so I'm not kicking."

Shays number 7, 12, and 15 are currently stand-by engines, the others regularly assigned. The Twelve-Spot was purchased from Swayne Lumber Company in Oroville, California, in 1939, along with 100 logging flats equipped with the straight-air system of car braking. Numbers 14 and 15 came from the Hobart Estates Lumber Company in 1940. They are sisters, 65-ton Lima Shays. The Fifteen-spot was built in 1913 with a wooden cab, the Fourteen-spot in '16 with a steel cab. Numbers 8, 9, 10, and 12 are superheated, the rest saturated.

The Twelve-spot has piston valves. All others have slide valves. The pinion gears on 8, 9, and 10 have 17 teeth, the ring gears 43. Each holds 1200 gallons of fuel oil, 3433 gallons of water. Each weighs 172,000 pounds on the drivers, with an impressive 38,000 pounds tractive effort. Each boiler is 50 inches in diamater and carries 210 pounds of steam pressure.

Rolling stock consists of 170 forty-foot logging cars that average 4800 board feet per car. There are 75 miscellaneous cars—cabooses, tanks, supply reefers, flats—and many of the older ones still equipped with link and pin couplers.

This, in brief, is the narrow-gage West Side that still hauls Paul Bunyan's toothpicks with steam power. It's a friendly road and it welcomes railfans, particularly those who bring cameras. But what about its future, its chances for survival?

Bob Prater, the foreman of Section Three, puts it this way: "We change our rails and ties every day. As long as there's timber the road will operate."

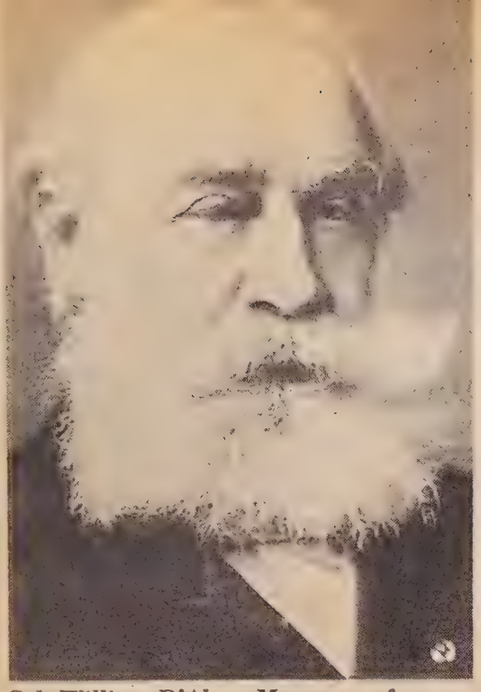


Photo from the author's collection

Col. William D'Alton Mann won fame as the designer and builder of boudoir cars.

# The Blackmailing Carbuilder

*Colonel Mann Was a Legend of the Gaslight Era, a Railroad Celebrity and a Purveyor of Scandal*


by LUCIUS BEEBE

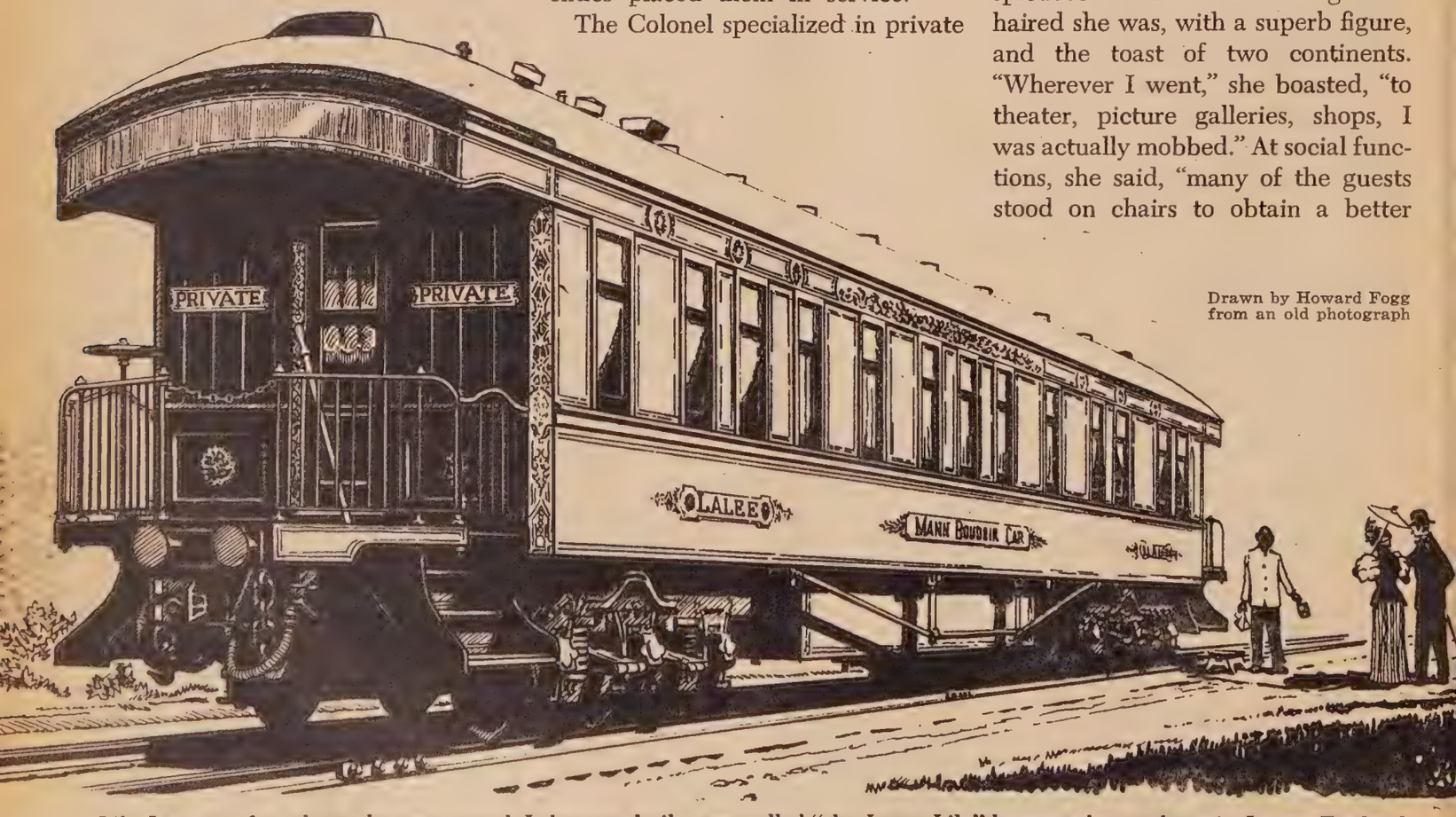
Author of the forthcoming book "Mansions on Rails" (Howell-North Press, Berkeley, Calif.)


A PATRIARCHAL-LOOKING old gentleman was Colonel William D'Alton Mann, a New York celebrity of the gaslight era. Besides being famous as the designer and builder of Mann's Boudoir Cars, the forerunner of today's all-room corridor sleepers, he was the foremost blackmailer of his generation.

Mann's patent sleeping-car first appeared in the form of complete compartmentation, with access only from a conductor's footboard when the train was in motion. It found more acceptance in Europe, where this type was already established, than in America. The inventor then modified his design for an all-bedroom car with an inside corridor, and a number of American railroads in the seventies placed them in service.

The Colonel specialized in private cars, a celebrated example being the one he built for the opera and concert singer Adelina Patti, the Baroness Cederstrom. This car was modestly named *The Adelina Patti.* But there is more of a legend behind the one he built for Lily Langtry.

Mrs. Langtry, later Lady de Bathe, was a sensational actress whose dramatic ability was not her most conspicuous talent. Tall and golden-haired she was, with a superb figure, and the toast of two continents. "Wherever I went," she boasted, "to theater, picture galleries, shops, I was actually mobbed." At social functions, she said, "many of the guests stood on chairs to obtain a better




Drawn by Howard Fogg from an old photograph

Lily Langtry, for whom the car named *Lalee* was built, was called "the Jersey Lily" because she was born in Jersey, England.

**Mrs. Lily Langtry: her dramatic ability was not her most conspicuous talent.**

view of me and I could not help but hear their audible comments on my appearance as I passed down the drawing-room."

Already renowned as a "friend" of the then Prince of Wales, later King Edward VII of England, this golden creature also had some less aristocratic lovers, one of them being Freddy Gebhard, a New York wine merchant and playboy of some means. Colonel Mann created the car *Lalee* as a present for her from the enamoured Gebhard.

Built to the vintner's specifications and providing every possible luxury, *Lalee* was painted blue, with a heavily-reinforced silver roof and multiple layers of flooring – cork, steel, hard wood, and finally carpeting. The rich furnishings included "an icebox big enough to hold an entire stag." All projecting corners on the fixtures were covered with quilted leather crashmats so that, in event of the train stopping suddenly, the spoiled darling of the stage would be protected from bruises.

After Mrs. Langtry had used this rolling palace on several transcontinental tours, including one to California where she bought a magnificent ranch in Redwood County, Colonel Mann reverted to his roll as the prince of blackmailers.

Being the publisher of the magazine *Town Topics*, a sort of forerunner of *Confidential*, Mann would prepare highly spiced and potentially ruinous biographies of wealthy persons which he set in type and submitted to the subjects themselves in proof form. Almost invariably a person thus approached would see the light and send him a generous check, persuading him to scrap the impending expose.

Mann controlled a widespread spy ring of servants in homes of affluence, while waiters in such elite New York restaurants as Delmonico's and Sherry's also were in his pay. The blackmailing carbuilder grew rich and, if not exactly esteemed, as least widely respected. He belonged to the best gentlemen's clubs, including the Metropolitan and Lotus. His silk top hat, worn at a rakish angle, and immaculate frock coat were among the sights of Fifth Avenue.

During the construction of *Lalee*, Mann and the open-handed Freddy Gebhard had split many a magnum of rare champagne together and the canny Colonel had kept copious mental notes that might be useful to him in future. He now submitted, in the best *Town Topics* manner, a biography for Mrs. Langtry's approval. Its contents are not known, of course, but one can easily imagine it contained intimate details of Lily's romance with the Lothario of the wine bins, among others, and references to her dalliance with royalty.

The actress was greatly disturbed. Her cries for aid brought Abe Hummel running to her New York hotel suite. Little Abe was, perhaps, the ablest criminal lawyer of his time. He represented the remarkable law firm of Howe & Hummel which, in its long and profitable annals, had won more than a hundred acquittals for murderers.

Little Abe congratulated Mrs. Langtry on her good sense in retaining him. Not only was he stage-struck and intimate with numerous great players of the day but he happened to have an altogether gratifying dossier on Colonel Mann, for whom he had long been laying. Hummel called on Mann at the Lotus Club and convinced him of the wisdom of scrapping the Langtry biography without the customary fee, and there the matter ended.

Later on, *Lalee* was destroyed by fire at a place and time not recorded, but its gorgeous owner lived on after that for many years of fading glory and died at Monte Carlo in 1929. Although *Town Topics* has long since disappeared from the news-stands, the legend of the blackmailing carbuilder is still part of the great body of folklore of New York's upper case society. ●

**Mann Boudoir Sleeping Cars of this type were popular in Europe many years ago.**

# MARKERS

*Without Fireflies in Front and Rear No String of Cars and Locomotive Is a Train*

by BILL KNAPKE

THE RAUCOUS sound of a diesel airhorn stopped us one evening at a Southern Pacific crossing. Being a retired old SP conductor, I was in no hurry to get anywhere, and the boy who stood beside me likes to watch trains but knows almost nothing about them. So we waited cheerfully in the darkness. Four diesels grunted and groaned over he crossing, followed by a long string of lumbering freight cars. At the rear, caboose lights showed emerald green to front and side, and cheery red behind.

"Well," I said to the boy, "it's a train and it's all there."

The boy snorted.

"Without those markers on the rear," I said, "it wouldn't be."

Thus we got talking about markers. I quoted the definition of *train* from the Book of Rules, "An engine or motor or more than one engine or motor coupled with or without cars, displaying markers," and this one, "A train has not arrived until its markers ers arrive."

From what I've heard and read, markers grew up from simple lights and flags to their present form. In 1852 the Cape Railway (now New Haven) decreed: "Trains or engines, at night, must have a good light behind and in front." Nine years later the Concord, Manchester & Lawrence (now Boston & Maine) had a rule which stated, "A red flag by day and a red lantern by night must be placed on the rear end of all freight trains," and a similar rule for passenger runs.

In 1888, when I began railroading on the Louisville, Evansville & St. Louis (now Southern Railway), I came in personal contact with train markers for the first time. Those markers were boxes with clear panes of glass, front and rear, built onto the sides of cupolas. A sheet of red glass would be slid in grooves to the rear. The lamps were square-fronted kerosene-burners with ordinary lamp chimneys. I had access to these markers by a door inside the cupola for changing the glass and lighting the lamp.

Other markers, on top of the cupola, were serviced through a trapdoor. The red glass was held in position by a spring catch, which occasionally would work loose and gash a brakeman's head. Side markers remained in use on some roads until about 1915, but the others were discontinued, without regret, long before that date.

Since markers themselves and the

Southern Pacific Company

rules for operating them are simple, you'd think they were fool-proof. But once in a while some guy will mishandle one and tie up traffic, with or without a need for the big hook. A division superintendent once told me that the first death he ever saw on a railroad was caused by the misuse of markers.

"It happened on the Pennsylvania," he said, "in an unusual track layout. Certain sidings extended from one station to another, sometimes for three or four stations. They resembled double track but a crew could use them without orders just like any other siding. When a train entered one the rule was that the marker nearest the main track be turned green.

"We were bowling along at night through one of those sidings when, rounding a curve, we saw in the distance a pair of red markers, indicating that they were on the main track. Our engineer kept rolling fast until we discovered, too late, that the red lights were actually on the siding. The collision which ensued jammed our cab against the boilerhead, killing the engineer."

A somewhat similar case occurred on the Southern Pacific when a westward freight headed in to allow a westward passenger train to pass. The freight, being too long for the siding, pulled out onto the main track far enough to clear the caboose, intending to "saw by" the passenger. The rear brakeman promptly turned the markers to green. The passenger-train hogger, supposing the freight to be into clear, roared by, sideswiping the head cars of the freight.

LONG AGO I was braking on the St. Louis, Iron Mountain & Southern (now Missouri Pacific) at the time they were equipping their freight cars with air-brakes. Our train had eighteen cars; twelve had new air-brakes. In those days you figured you were lucky if you had one or two with the new brakes.

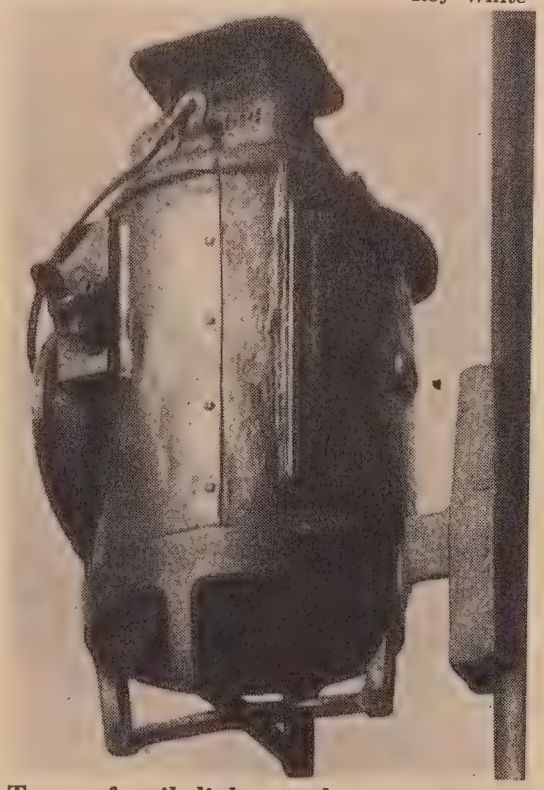
I sat on the front edge of the fireman's seatbox. We were rambling along a slight downgrade when all of a sudden the eagle-eye squawked for brakes, kicked open the cylinder cocks, yanked the sand lever, and hossed the Johnson bar into reverse.

"Gimme some brakes!" he yelled. "Don't you see that hind end?"

Away down the track I could see two dim red lights that shone like train markers.

"Why not use the air-brakes?" I

Roy White



**Type of tail light used years ago on el trains of old Chicago Rapid Transit.**

shouted. "That's why they're put in."

"I forgot all about them," he grinned, applying a gob of atmosphere. We slowed down and when we reached the red lights we saw they were not markers but glowing embers from a pile of old ties that the section gang had burned.

On another occasion there were two SP passenger trains, Nos. 51 and 86, with their regular meeting points at Porterville, California. That night, 51 was delayed, and the dispatcher issued an order for them to meet 86 at Ponca, which was a short siding. Surveyors working there on a job to lengthen the siding had driven grade stakes. The rear brakeman evidently thought they were clearance stakes. He gave a stop signal, halting the train with its rear barely in the clear.

A few minutes later 86 came storming by. The clearance was so slight that the engine tore the left marker from 51's coach. No one noticed it at the time, but when 86 stopped at another station, where a freight extra was doing work, the extra's conductor asked the passenger crew:

"What in blazes are you fellows pulling now, with a red and green signal on your running board?"

The enginemen decided he was nuts, but investigation showed a marker wedged in front of the air-pump, on the running board, slightly battered but still burning brightly!

Those markers had been cared for properly, which is more than I can say of some I found many years ago, on the St. Louis, Troy & Eastern (now Illinois Terminal Railroad). I had hired out there at three p.m. The trainmaster had said:

"You'll be called for seven tonight. The regular brakeman is laying off, so you'll be the parlor shack."

Well, I showed up a bit early to clean the markers and lanterns and fill them with oil. The lanterns were in fair condition. But those markers apparently hadn't been cleaned in years. I took them to the car repairers' shack nearby and blew 'em out with air. The amount of soot and filth I removed was plumb scandalous. Finally I gave 'em new wicks and fresh oil and lighted 'em.

About the time I hung up the first one, the head brakeman steered the engine in against the crummy. As he made the coupling I set out the other one. The pig jockey yelled and beckoned to me. I climbed up into the gangway to see what he wanted.

"You must be new here," he said.

"Yeah," I admitted. "Why?"

"Them markers," and he waved his hand. "I've been on this pike nine years and they're the first decent ones I've seen here. Most of 'em look like lightning bugs in a fog."

IF I HAD my railroading years to live over again I'd keep a diary of the unusual things I've seen and heard, with dates and places. You can't always remember details. For example, I can't quite place in my mind where I saw some square markers that had a white lens and

two green ones, and a sheet-iron slide with red and green inserted. When you dropped the slide down it showed red and when you raised it, green. This slide was hinged in the middle. While showing red, it's lower half extended below the marker, so you had to turn it up horizontally and fasten it with a catch. If you didn't, you might have knocked an eye out while getting on or off the caboose.

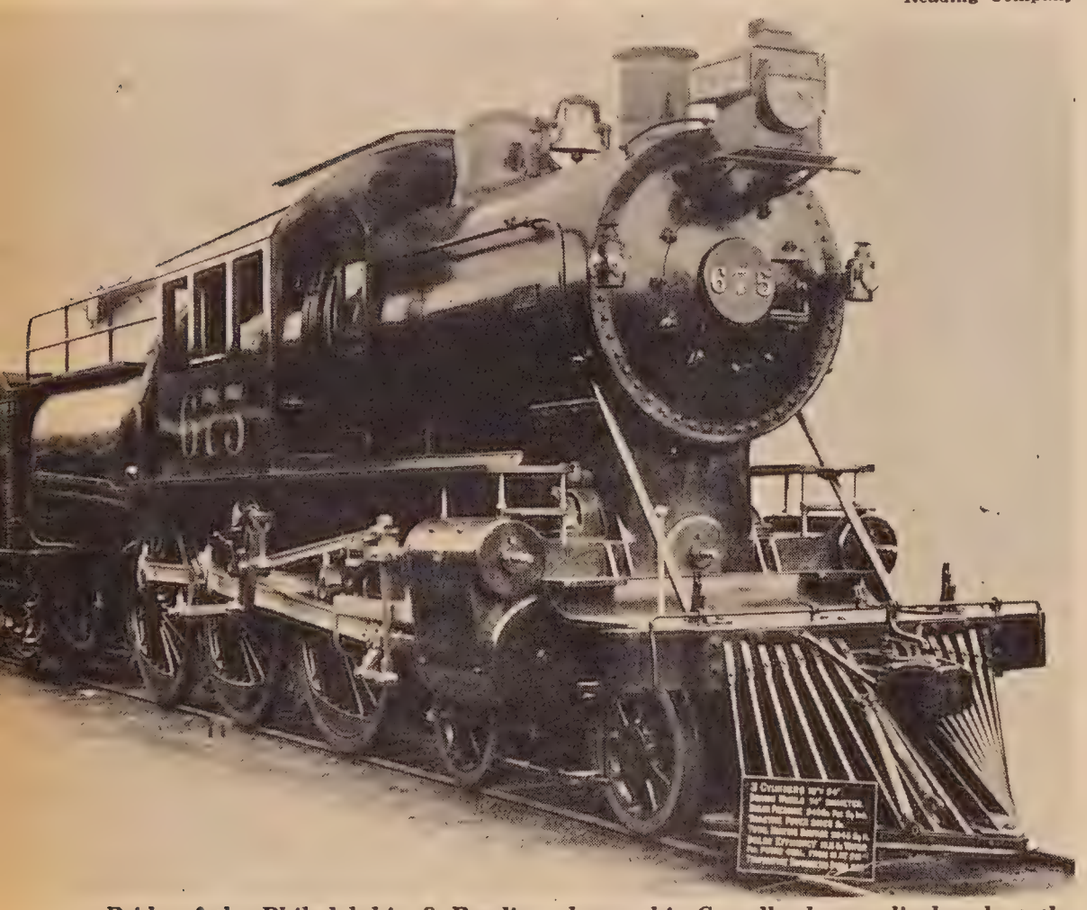
Another type had a white lens but instead of the slide it boasted two shutters that rotated green or red to cover the white. Two handles projected through the bottom of the marker and you changed colors by flipping the desired handle. I'm pretty sure this was on the Frisco.

The following incident involving a jerkwater road in the South was related to me by a fellow boomer. A brakeman there had grudge against a certain passenger engineer. He swiped a pair of markers and two bed sheets which he painted to resemble the end of a caboose. Then he stretched a wire across the track between two trees at a place where the rails ran through dense woodland and around a sharp curve, and he hung the sheets and the markers from this wire.

A passenger train rounded the curve. When the fireman saw the supposed rear end, made realistic with markers, he let out a yell and leaped from the gangway. It was a left-hand curve. By the time the engineer saw it, he was too close to jump. After wiping the clock, he dove down behind the boilerhead to await the expected crash.

Much to his surprise and relief, nothing worse happened to him than misplaced markers shattering the window glass, but the poor fireman had met death from jumping into a tree stump. The crime was traced to the brakeman, who went to prison for manslaughter.

Reading Company



**Pride of the Philadelphia & Reading shops, this Camelback was displayed at the 1911 convention of Master Mechanics' Association in Atlantic City. Sign gives specifications: three cylinders, 19x24 inches; diameter of driving wheels, 74 inches; boiler pressure, 240 pounds per square inch; tractive effort, 35,125 pounds.**

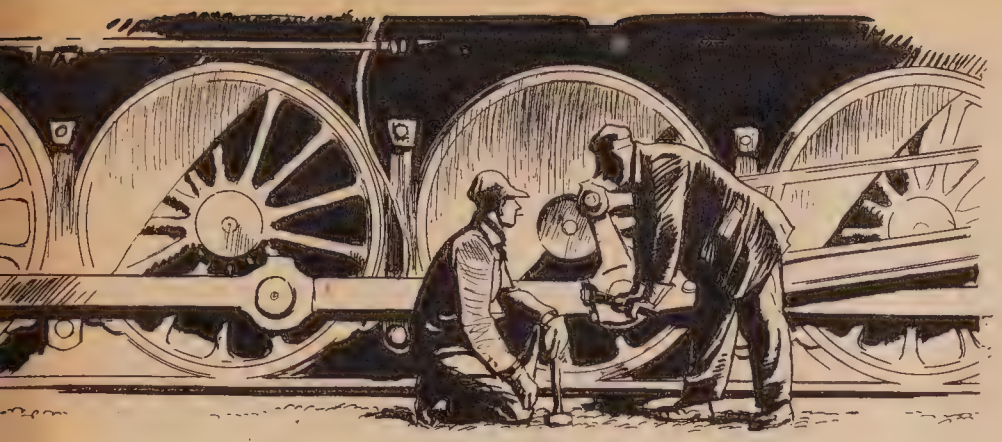
Which reminds me of an incident that occurred, though without criminal intent, on the Cotton Belt near Clarendon, Arkansas. A gang of workmen inadvertently tore up the crossing planks on a country road when they were moving some heavy machinery across the track. They placed two red lanterns, one on either side of the track, in the way that they though was best calculated to protect travel over the damaged thoroughfare.

That night a freight train hightailing for Pine Bluff whipped around a curve. The three men in the engine cab—hogger, fireman, and brakeman—took a quick glance at the red lights and joined the birds. The engineer was the last man out, having paused long enough to "big-hole 'er," and the train plunged ahead for a train-length before the brakes stopped it. When the head-end crew crawled out of the cat-tails and bullrushes the caboose stood right in front of 'em. The comments exchanged between them and the conductor were too salty for repetition.

These night markers such as I've been telling you about are effective today on daytime runs also. Many of the modern passenger cars and official business cars have built-on electric markers.

The New York Central abolished its main-line markers about twenty years ago, but the enginemen protested so loudly that they were soon restored. Today the Central has at least one 25-mile run, at speeds up to 55 or 60 miles per hour, that is made by passenger and freight trains without markers.

Not many years ago, flags were used during the daylight hours. Except for color, there wasn't much difference between the earliest and last flags. Starting with red, then changed to green, they were made of bunting about fifteen inches square attached to a wooden staff. Some roads adopted a square of sheet steel painted green and mounted on a stiff coil spring instead of a wooden staff. But whether they were lamps or flags or steel squares, they came within the Book of Rules conception of a marker.



# Scrap-Iron Special

**by William J. Parry**

NONE of us wanted to pull the "Scrap-Iron Special," I certainly didn't. But after the locomotive foreman got through buttering me up—and did he have a line, brother!—I felt that I could tackle anything the Grand Trunk had to offer.

It was back in 1914, the beginning of World War I and the last lap in the so-called Golden Age of Railroading. I had just qualified for promotion to locomotive engineer and was assigned to the extra board (we Canadians call it the *spare board*). In those years we worked twelve hours a day, seven days a week, with straight pay for overtime. Railroading was tough then. We who followed it for a living had to be tough also, in order to survive.

The Grand Trunk was known as the "Leaky Roof" because so many of its boxcars bore the stencilled warning, "Leaky Roof," not fit for grain hauling. But car roofs weren't the only things that leaked on the Grand Trunk. We were plagued with leaky boiler tubes, leaky bottom corners of the firebox, leaky piston-rod packing, leaky valve-stem packing, and other drips too numerous to mention. The stay-bolts leaked so badly that when I was covering the division between Windsor and London I rarely saw my fireboy except when he was actually on deck putting in a fire.

Whoever came up with the bright idea of coupling three worn-out locomotives together and running them as a train, I never did discover, but someone (not I) had a lot of correspondence to answer eventually. These three old engines were known as saddle-tankers because the water tank straddled the boiler, the manhole being just abaft the sandbox.

When taking water—which in yard service we did on an average of every three hours—the water which overflowed washed all lubrication off the crosshead guides. In summer we didn't mind so much, but during the severe winter months, when the spilled water froze, it caused plenty of grief. The coal-bunker was attached to the cab, a slide allowing sufficient coal to spread over the deck so that lumps of coal always lingered underfoot. As the firebox door was flush with the deck, that loose coal posed quite a problem and necessitated endless sweeping with the broom which the company thoughtfully provided.

A coupling speed of four miles per hour in switching operations was unknown at that time, so we put in our fire while the engine was backing up. Nobody found it amusing to be tossed against that iron coal-bunker. The fact that engines were equipped with automatic brake valves did not make coupling any easier nor the bumps more pleasant to take.

In order to permit a long haul between water tanks, the saddle tank of the second engine in the batting order had been connected to the leading engine by pipes having stop cocks. These could be closed when we uncoupled the first hog at the coaling stations. As the nearest coal dock was at Glencoe, eighty miles from Windsor, the ashcat had to conserve fuel. This was a major problem, particularly on the Scrap-Iron Special. Among other headaches, I had acquired a student fireman named Martin Luther Lewis.

WORD had gotten around that if Canada should enter the European war, the government would exempt railroad men from service with the armed forces, so "swinging the banjo" appeared to be far less objectionable than shouldering a rifle. As a result, our locomotive foreman had more applicants than he could possibly use, even though the Grand Trunk was then paying about the lowest wages of any road in North America.

So, with an air of misgiving, I backed the Scrap-Iron Special down to the station for running orders. But I had one thing in my favor—the foreman also had provided me with two machinist apprentices, together with sundry pails of dope to repack the driving boxes. The three engines were equipped with dope cellars for the driving boxes, instead of hard grease, and as the leading hog had all her driving springs broken and the engine frame blocked over the driving boxes, I could see that I was in for a rough ride. I also faced the problem of hot driving boxes, which would require the apprentices to crawl under the engine and repack the driving cellars—a mean chore at best.

Upon reaching the station I learned that I was not only the hogger in

charge but also the brains. The general yardmaster came up with the glad tidings that cabooses were in short supply and so were conductors. I was elected to go it alone. But the ringmaster condescended to give me a flagman.

Twenty minutes later the morning passenger train, No. 12, departed for London. By that time I had my orders and was ready to roll. As the special clanked sedately out of the yards a cheering squad went into action. But the cheers were not for me, although I acknowledged them. Some would-be wit had chalked on the sides of the two trailing engines such gems as "Off for the front," "Cannon fodder," and "A present for the Kaiser," as well as sexy slogans that cannot be printed here.

We had not gone far before I became unhappily aware of a matter I had overlooked, namely, lubrication. Some saddle-tankers were not equipped with lubricators but had an oil cup on each side of the cab. When the hogger shut off for a stop, the fireman would grab the tallow pot and dive for the steam chests. Thus came the sobriquet *tallowpot,* meaning fireman or ashcat.

Our speed had been nothing to write home about, but we had to attain a good gait before giving the valves a shot of valve oil. Martin Luther Lewis, a good-looking youth but not very bright, was seated on his throne, leaning blissfully out the cab window to wave at some girls. I hated to spoil his fun, but I did have to get a train over the road. So I yelled above the din of rolling wheels:

"We need more steam pressure. How about shoveling some coal?"

With a pained grimace he descended from his seatbox and picked up the shovel. Five scoopfuls of slag was his limit, one in each corner of the firebox and the fifth in the center. Then it dawned on me that Martin Luther would never win a Nobel Prize for firing locomotives. If I wanted to get anywhere I'd have to raise the fog myself. So I hit the deck and showed him how to handle a scoop and keep an engine hot.

OUR leading engine was No. 2595, the very one on which I had done my first day's firing for the Grand Trunk. The old girl must have remembered me, for her pop valves spluttered and our pace accelerated to the point where I deemed it safe to give the valves a shot in the arm. Measuring out the proper quantity of master mechanic's blood, I poured it into each cup and told Martin Luther to be on his toes and open the cup when I shut off.

But the lad beat me to the punch. No sooner had I grabbed the throttle than he opened the oil cup on his side. With a *whoosh,* hot valve oil cascaded all over the cab. The surprised Martin Luther at least had sense enough to duck. But valve oil coming in contact with your flesh can leave nasty burns; so I decided, on top of other duties, to handle the valve-oil cup myself.

At Tecumseh, the first stop, eight miles east of Windsor, the driving boxes on the 2595 were already smoking. I headed into the siding. A Wabash redball freight was on our tail, and I let him pass. Then the two apprentices dutifully unloaded the pails of oily dope and went to work on the driving boxes.

With the driving boxes taken care of, I obtained a clearance from the operator at the station and then set sail for London once more. The special rolled through the villages of Pink Creek and Puce, which were mere flagstops in the horse-and-buggy days. Belle River, an open telegraph station and water stop, loomed on the horizon.

While Martin Luther, perched carelessly on the handrail, was filling the saddle tank, I moseyed around the 2595 to inspect her driving boxes, which again had the pungent smell of burning dope. Taking a liberal supply of water, I pulled into the siding to administer first aid to the hotboxes. The second section of the Wabash hotshot, headed by a Mogul, was now showing. The Wabash, like the Grand Trunk, used a lot of Moguls in those days.

Thus far we had covered only 17 miles of the 110 to go. Stoney Point was the next station. There I found the agent watering his flower beds with a garden hose. That gave me an idea. I asked him to lend me the hose, explaining that I proposed to run my hot driving boxes on water and thus speed the running time of the special.

"Glad to oblige," said the agent. "I'll lend you the hose if you promise to bring it back."

"Thanks," I replied. "I sure will."

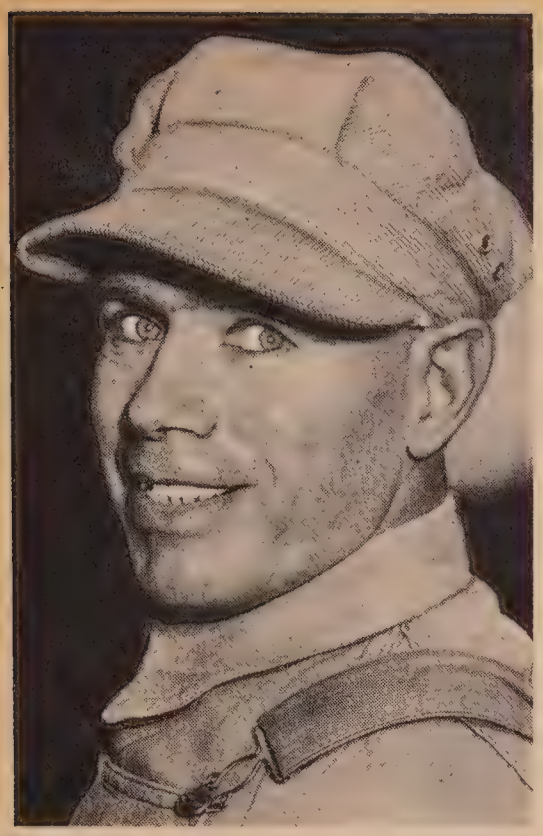
There was no eastbound train ordered, so I held the main stem. Whlie my apprentices were doctoring the hotboxes I dug around in my toolbox for fittings with which to couple the hose to the front plug on the injector delivery pipe and spray cooling water over the boxes.

The water treatment worked fine for the left driving boxes, but the right side of the engine had the last laugh. The stench of burning dope continued to assail my nostrils, so at Jeanettes we went back to the take-'em-down-and-pick-'em method.

As the boys with the dope pails had to pack only three boxes instead of six, we waited at the Creek just long enough to shake hands with the operator. He said I could reach Chatham ahead of the afternoon passenger train, which also made all the stops and was manned by a London crew, but I'd have to keep out of their way

WELL, I did arrive at Chatham without tangling with the London crew. Once I had the old engines safe on the repair track, I went in search of car inspectors. Our dope supply was getting low and would have to be replenished. The Scrap-Iron Special had covered only 46 miles, and the toughest part of the run lay ahead. After I had spotted the 2595 over the drop pit, the car tonks got down into the pit and did a grand job on the driving boxes.

Then I decided to highball through Northwood, the next station, and keep fanning the breeze over to Thamesville, the next water stop. Thus far I had not needed to call on the reserve supply of water which the second engine in our convoy car-



**The author, Engineer Parry, now retired**

ried, but with 30 miles to go to a water tank I'd probably use all the water I had on tap. I was still handling the banjo now and then for Martin Luther and spoon-feeding the 2595. It was touch and go whether I could make Glencoe, the cooling station, without cutting and running for coal.

Martin Luther did the honors at Thamesville by filling the saddle tank. I considered that rather decent of him, because I had taken over another of the fireman's chores—cleaning the fire, which had become clinkered. Cleaning fires 45 years ago was part of the day's work. So was balancing clinkers on the end of the clinker hook while lifting them out of the firebox. Furthermore, I can think of better ways of earning your living than crawling under an engine to rake ashes out of the ashpan after cleaning a fire.

Leaving Thamesville, we had eaten up 60 of the 110 miles, and the old girl began digging in for the grade to Bothwell. I'd had to shut off the water spraying the driving boxes in order to conserve supplies, but my speed while passing Bothwell Junction dropped to a measly ten miles an hour. Even with this crawl the boxes got warm, but not too warm. I highballed through the station and then through Newbury.

Pretty soon the boxes were overheated again, but I decided to press on to Glencoe before the bunker ran out of coal and let the hotboxes squeal for attention. It isn't the nicest feeling in the world to be seated at your throttle listening to that squeal and wondering whether to take a chance or stop and repair. A burned-off journal calls for a bit of explaining, even if you avoid a derailment.

But all things end. At long last the coal chutes appeared on the skyline at Glencoe. I had my flagman cut the 2595 off from the other engines, after closing the stop cocks in the water pipes. Then the coalman and I loaded every lump of fuel we could get into the coal bunker. We still had 30 miles to go and a couple of grades to navigate, and the next water-tank stop was at the bottom of one of those grades.

With a bunker full of good coal, I persuaded Martin Luther Lewis to take over the firing. Our special was now leaving double track and would proceed over single track for the next 20 miles. After obtaining train orders and signing the register, I eased out of Glencoe Yards and pointed the smokebox towards London.

A lively argument arose between Martin Luther and the steam-gage pointer, an argument the fireboy lost, but the Scrap-Iron Special soon pulled into Longwood and took on water. Then, with a brisk fire, the ashpan cleaned, and the troublesome driving boxes repacked, we rolled away from the dripping, moss-crusted water tank.

I WANTED to reach Komoka, if possible, for the passenger hotshot which had left Windsor and was highballing not far behind us. It was going to be a race, but I had a hunch that the game old girl on which I'd begun my engine-service career wouldn't let me down. The Ontario fields and woods reverberated to her exhaust as the 2595 flung a hoarse challenge to the grade.

Her bark grew weaker as she neared the summit, but the old mill hung on. Perhaps she knew what her fate would be and was determined to bow out in a blaze of glory. Her exhaust took on a triumphant ring as she breasted the top and headed downgrade to Komoka.

Hardly had we come to rest on a siding just beyond the station when the assistant trainmaster emerged from the telegraph office. He spotted the nasty slogans chalked on the saddle tanks and he ordered:

"Get a piece of waste and rub off that tripe! The boss will raise hell if you go into London like that."

Martin Luther obeyed. Meanwhile, the official walked around the last of the three junk piles and then asked me where I had left the caboose and the conductor.

"We haven't got either," I said.

Thereupon he blew a fuse. After a while he calmed down and said: "Parry, you've done well to drag those relics this far, and I'm giving you credit. But someone's head will roll for this. You can bet on it." He lit a cigar, puffed a moment. "Are you going to follow No. 16?"

"Yes, I will."

"Well," he said, "the work-train is working in the sand-pile. I'll have it trail you, just in case you stall."

And that's exactly what the cavalcade of old engines did. It came to a dead stop on the hill, one mile from the top. All things considered, the 2595 made a gallant try, but old age caught up with her. The work-train engine shoved the three derelicts over the top. From there, we rolled down the five-mile grade under our own power to the London yards.

Well, we steamed past the dispatcher's office with all the remnants of dignity we could muster. I caught sight of faces peering out of windows. They were gazing at three saddle-tank yard engines that had outlived their usefulness and were bound for the graveyard, cast aside after giving their entire lives to the Grand Trunk Railway.

Coal-smoke must have got into my eyes as I climbed down slowly from the cab of the 2595 for the last time. I was saying good-bye to an old and trusted friend. ●

Miss Aileen Marsh is the only woman employed as a crew caller at San Jose.

Miss Nancy Jean Herndon, age 19, is the youngest of the SP women crew callers.

Mrs. Norma B. Hansen, crew dispatcher, has an impressive list of railroading kinfolk.

Mrs. Frances Phillips, mother of three children, is proud to be a callgirl for the railroad.

# Southern Pacific Callgirls

**by FREEMAN HUBBARD**

FROM TIME IMMEMORIAL the word *callboys* has been commonly-accepted railroad lingo. It defines the males, young and old, who notify train and/or engine crews and/or switchmen when to report for duty and on which assignment.*

But the term didn't have a female counterpart until the early 1940's, when girls were hired during the labor famine of World War II to replace crew callers and crew dispatchers who had gone into military service. (The difference between crew callers and crew dispatchers is that the latter run callboards and, in many cases, do the calling also.)

Thus the word *callgirl* came into respectable railroad usage. Like the majority of words in our language, it has several meanings, the most recent of which has nothing to do with transportation. Nevertheless, in railroad circles the original meaning persists, and railroad women themselves use it.

Take the case of Mrs. Frances L. Phillips, the dark-haired, comely mother of three children who works in the yard at Sparks, Nevada, and lives at 417 H Street. Mrs. Phillips says, "I'm a callgirl for the Southern Pacific and I wouldn't change jobs for anything," but she admits that the term evokes "a lot of kidding."

The SP employs more women on these jobs than any other road in the world except, possibly, the huge Soviet Russian system. Fellow SP railroaders refer to the girls who line up crews at the Eugene Yard in Oregon as "Holgate's harem" because they work under the supervision of Leo L. Holgate, chief crew dispatcher there. This wisecrack amuses the women. Nobody takes it seriously.

Most of the SP's female callers and crew dispatchers are wives or widows of railroad men, but several are married to non-railroaders and a few of the girls are single. As for women crew callers or crew dispatchers, the Sacramento Division has ten, the Los Angeles Division six, and the Portland Division seven.

"Some of them speak the language that only a hard-boiled hoghead can understand," said Portland Division Superintendent L. R. Smith, "but they all get along well with men."

Most of the calls are made by telephone. If an employe has no phone or doesn't answer it but lives within two miles of the yard office, the callgirl either goes out to look for him or sends someone else to do it. She may walk, drive her car, or ride a bicycle. In olden days a bike was standard equipment of the callboy.

The average railroad callgirl travels about fifteen miles a day on her job. The man she wants to contact

* Bill Knapke covered this subject with an article, "Remember the Callboy?", in our August, 1956, issue.

may be sound asleep in bed, eating at his favorite lunch stand, taking a stroll, or hanging around a juke-box joint. If the caller can locate him without too much trouble she is required to do so.

These girls have other duties, too, which vary in different yards. Some also notify men who are displaced or who receive job assignments on which they bid. Some keep time records so that crews will stay within the 16-hour law. Some issue passes, treatment orders, batteries for lanterns, and so on.

Getting back to Mrs. Phillips, this charming lady calls an average of 73 trainmen a day, all of them running out of Sparks on the Salt Lake or the Sacramento Division. She begins her working day in the yardmaster's office by copying the names of men she will call. The Salt Lake Division men live in Sparks or Reno, while the others, mostly from Roseville, Calif., are staying in Reno or Sparks on an at least eight-hour layover before taking their next run.

The only other female crew caller employed at Sparks is the youngest of all railroad callgirls, so far as we know, namely, Miss Nancy Jean Herndon, who is 19 and lives in Reno at 650 Winston Drive. Both parents are on the SP payroll, her father being a switchman and her mother a crew dispatcher.

Another Nevada caller, Mrs. Mildred Kendrick of Carlin, a conductor's widow, has a son braking on the Salt Lake Division. Mrs. Marian E. Ferguson, also of Carlin, was the daughter of a company doctor now deceased, while Mrs. Harriet A. Cotton, who works as a relief caller, is the wife of a retired SP car inspector and the son of a crew clerk. She's had 32 years of continuous railroading. The calling at Ogden, Utah, is done by a combination position of diesel clerk and caller.

Before Mrs. Phillips hired out to the SP she operated a florist shop in Reno. Her sister, who also worked as a caller, got her interested.

"The position," says Mrs. Phillips, "has put me on speaking terms with most of the policemen in Sparks." But she remembers a former cop who didn't know her at first.

"I was making calls at night," she explains. "After the first house, I noticed him following me. I would go on the porch, ring the bell, tell the trainman when he was called, and then leave."

The policeman regarded her suspiciously. After the fourth house he stopped her. "What do you think you're doing?" he asked.

"I'm a callgirl," she told him, realizing that as they were in a railroad town the cop would know what she meant. He caught on fast and stopped following her.

Mrs. Ruby Mildred Frey had a somewhat similar experience. She was hired as a mudhop to check cars at Indio, Calif. That was in wartime and there was an Army training post near the freight station. About three o'clock one morning she was walking alongside the tracks when a stern voice said in the darkness, "Halt!"

"What do you mean, halt?" she flung back indignantly. "I'm working for the railroad."

The man who had halted her proved to be a sentry. Not satisfied with the woman's answer, he placed her under technical arrest and took her to the yard office to be identified. Then he apologized. Thereafter he accompanied her up and down the tracks each night to see that no prowler molested her.

Later, Mrs. Frey bid in on a crew dispatcher's job at the Taylor Yard office and got it. She is a widow living at 5057 Stratford Road, Highland Park, California.

"At first I handled the night shift," she recalls, "then the afternoon, and finally the graveyard shift, where I am today."

The only female crew clerk caller employed at San Jose, Calif., on the Coast Division, is Miss Aileen Marsh, a single girl in her mid-thirties. Superintendent R. A. Miller describes her as "very attractive." Aileen works in the Newhall Yard office. She says that if you treat the men impartially and with respect—as all the railroad callgirls do—they come to you for advice on their personal problems.

The exact words she uses in phoning a trainman are: "Good morning, Mr. Smith, you are called for Train 113 out of town at 2:45 a.m." Or this, to a yard employe: "Good morning, Mr. McClintock, I have the following vacancies," and she gives the job number, the starting time, and the location of each. "Which do you prefer?"

A girl named Norma, employed on the Shasta Division, fell in love with a conductor named Eldred Hansen. The feeling was mutual and he married her. The Hansens live at 2550 Reclamation Ave., Klamath Falls, Oregon. They have a long list of railroading relatives, including their son, James, who is a Southern Pacific clerk, and Eldred's father, a retired engineer. Mrs. Hansen is now a crew dispatcher.

Says she: "We use a call sheet which shows the train identity, time on duty, departure time, the crew, and a column for the employe to sign his name when he gets a call face to face. If the call is made by phone we show this in the signature column. When I call a man, I usually say something like this: 'John, you're called for a west drag on duty at 11:30 a.m.' As a rule, he just answers, 'Okay,' and I thank him. Some men ask questions such as 'Who is the conductor?' and I tell them.

"After you've worked on the job a while you get to know which men like a long call and which ones a short call, those who might go back to sleep, and those with children whom you can count on to waken them. Some employes have the same surname and you have to be careful to call the right man.

"One time I called a man for a passenger run. He didn't show up, so I went to his house and asked him if he wasn't coming to work. 'Nope,' he said, 'I've decided I wasn't cut out for railroadin'.'"

There are many such incidents in the lives of SP callgirls—or to be more technical, female crew callers and crew dispatchers. The work is interesting, even exciting. As Mrs. Frances Phillips puts it, "There's never a dull day." ●

# INFORMATION BOOTH

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**1** *How much coal is used to blow a steam locomotive whistle?*

That depends upon the size of the whistle, how long you blow it and other factors. As a rule, .203 pounds of coal provide enough steam for one second to a locomotive's whistle—or 1.22 pounds for each six-second warning at a crossing.

**2** *Give number and class of each locomotive in the Pennsy museum at Northumberland, Pa.*

Nos. 1187 (H3), 7002 (E2), 1223 (D16sb), 94 (A5s), 460 (E6s), 1737 (K4s), 2846 (H6sb), 5741 (G5s), 4483 (I1sa), 6755 (M1b), 520 (L1s), 1670 (B6sb), 7688 (H10s).

**3** *How many diesel multiple-unit cars do the British Railways have?*

A little over 2,000. These are used in passenger trains of up to eight cars apiece. BR modernization plan calls for a total of 4,600 MU's in service by the end of 1961.

**4** *I have hand-fired many steam locomotives. Some fellows dispute my contention that (a) a fireman could use from 25 to 27 tons of coal in a 3½-hour run—about 70 to 80 shovelsful every 8½ minutes, and (b) that some steam locomotives hauled as many as 105 loaded freight cars at 40 to 50 mph. What do you say?*

We put these questions up to Jeff Keenan, Portland, Ore. and Edward F. Heinig, Terre Haute, Ind.

(a) Says Mr. Keenan: "Best sources of information in the Pacific Northwest do not agree that one person could hand-fire a locomotive consuming 25 to 27 tons of coal in 3½ hours. I fired Mikados and Decapods, which were next in power to Mallets. As I recall, their coal consumption did not exceed 3½ or 4½ tons per hour respectively."

Mr. Heinig, who was a traveling engineer on five Pennsy divisions, writes: "When the grate area of a locomotive was such that the fireman could cover it with a scoop shovel and raise enough steam to maintain schedules and tonnage rating, the engine had to be fired lightly for maximum combustion. Crowding the firebox usually caused extra work with regard to cleaning fires, shaking grates and dumping ashpans, resulting in black smoke and delays."

Some oldtimers exaggerate the performance of trips long ago, but Mr. Heinig documents his words with an affidavit signed by E. A. Burchiel, a Pennsy road foreman of engines, Fort

***ASK BARBARA:*** **Railroad questions are answered here every issue by our research expert—as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, Railroad Magazine, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.**

Wayne Division, which states in effect:

"On Saturday, May 23, 1936, in my official capacity, I rode hand-fired engine No. 3876, Class K4s (4-6-2), weight on drivers 201,830 pounds, equipped with tender of 12,150 gallons capacity and 36,000 pounds coal capacity, attached to train 58, consisting of 11 cars.

"We left Chicago at 2:40 P.M. and arrived at Fort Wayne at 5:04 P.M., covering the 147.99 miles in two hours and 24 minutes, including two extra flag stops. About 6,000 gallons of water was scooped from the track pan, no other supplies being taken en route. The engine was operated by Engineman M. Leger and fired by E. F. Heinig (then assistant road foreman of engines on the division).

"Mr. Heinig used a No. 5 scoop and placed in the firebox a total of 930 scoops of coal weighing 18 pounds each, making a total of 16,700 pounds of fuel consumed for the trip. He maintained satisfactory steam pressure, an average of 200 pounds, at the same time calling all signals and performing all other duties of a passenger locomotive fireman."

(b) Mr. Heinig writes: "Since my promotion to engineer in 1916 I have handled many trains of 100 or more loads with steam power. To exceed 50 mph with tonnage freight is asking for trouble.

"In handling any freight train your first consideration is slack action. A break-in-two could easily tie up the road. Also you must take into consideration the physical conditions of your division and your train-length. The average freight-car length is 50 feet, not including drawbars. Your train can be running partly on straight track, partly on curves, down in a dip and over a hogback, all at the same time. So 35 mph with careful throttle manipulation is a happy medium to strike."

Mr. Keenan comments: "It was not unusual for a Union Pacific engine, 3900 series, to roll 100 loaded freight cars (100-car limit) from Longview Junction to Woodland, Wash., at 65 mph or better."

**5** *Which was the longest train ever to run in the United States?*

The longest we've ever heard of, 1.6 miles, was an Erie coal drag of 250 cars, each one loaded with 50 tons, pulled by a Matt Shay type locomotive (2-8-8-8-2) on July 21, 1914, from Binghamton, N. Y. to Susquehanna, Pa. The Erie had three such engines. According to dynamometer tests, each developed 130,000 pounds of tractive force, but all three proved inefficient on trains. They were relegated to pusher service on the Susquehanna hills and were scrapped in 1929, 1930 and 1933.

**6** *Is the newly-built Great Southwest Railroad in Texas owned jointly by the Texas & Pacific and the Rock Island, with which it connects?*

No, it is a wholly-owned and operated subsidiary of the Great Southwest Corp. Its president is Angus G. Wynne, Jr. of Dallas.

**7** *I have seen pictures of trolley cars used for funerals. Did any railroad ever furnish such a service?*

Yes, the old Philadelphia & Reading used No. 1793, a converted parlor car (built in 1883), in this capacity until 1925. It was 60 feet long and painted P&R standard green. The interior was carpeted and finished in red mahogany. It consisted of a casket room, a small private room and a large passenger room.

Incidentally, pictures of a funeral trolley are shown in *Along the Iron Pike,* this issue.

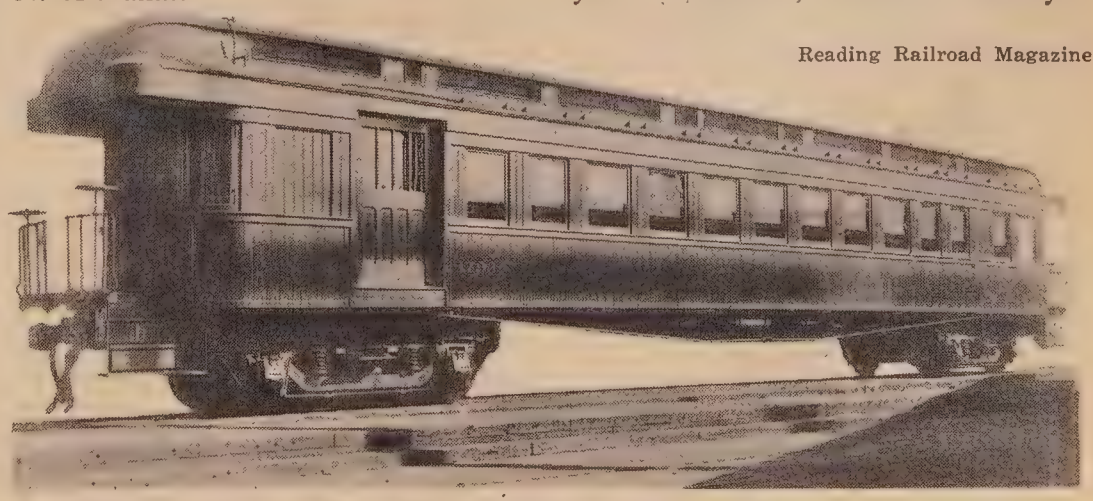
**8** *Where can I get a large railroad calendar?*

No railroad that we know of sends them to the public. Insert a request in our *Switch List,* stating what you want and what you will offer, cash or trade.

**9** *As the widow of a Railway Express employe I receive a survivor annuity. Is there a restriction on the amount of money I can earn without affecting it?*

Yes. If you are under age 72 you may not earn more than $1,200 in a year. In addition, a survivor annuity is

Reading Railroad Magazine



**Reading's Funeral Car No. 1793 was steam heated and lighted by six gas lamps.**

not paid for any month in which the beneficiary works for an employer covered by the Railroad Retirement Act, regardless of how much she earns. Once you reach 72, only employment subject to the Act will affect your annuity.

**10** *What is a bell-ringer heater?*

A device for thawing out a bell ringer, which can be compared with anti-freeze used in the radiator of an automobile. Extreme cold freezes the moisture in the airline of a locomotive bell and prevents it from ringing, especially when the engine stands for a long time in sub-zero temperatures. This type of heater will thaw out the bell ringer in minutes.

The heater pictured is a 74-volt DC, available in other voltages if desired. It uses about 30 watts of electricity—less current than that consumed by a light bulb in the engine room of a diesel locomotive.

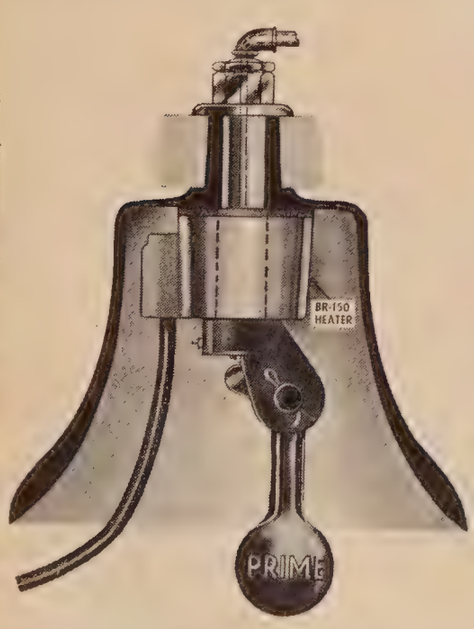
**11** *Is the German National Railroad system dieselized?*

Only to a small extent. Latest figures show a total of 55 large diesel passenger engines and 279 switchers, with 99 diesel locomotives on order. Steam is still important on West German rails, but the trend is toward electrification. The system uses 750 railbuses on minor passenger lines.

**12** *How many railroads in the United States and Canada operate piggyback freight service?*

About fifty.

**13** *(a) What does the "M" in a diesel locomotive roster indicate? (b) How is the gear ratio set to accommodate both passenger and freight speeds?*




The Prime Mfg. Co., 1669 S. First St., Milwaukee, Wis.

**The Prime Bell Ringer Heater prevents moisture from air line from freezing in temperatures as low as 70° below zero.**

(a) It indicates a locomotive equipped with multiple-unit control electric jumpers which enable one engineman in the forward unit or any other unit, to control the unit. (b) It is a compromise between fast speed for passenger service and slower speed ratio for freight operation.

**14** *A friend says the earliest rails were flanged. I say they weren't. Who is right?*

You are. The earliest rails were wooden, followed by strap-iron laid on wooden sleepers. The first all-iron rails, cast in 1767 by the Colebrookdale Iron Works of England in three-foot lengths, were flanged to keep wagon wheels on the tracks. Many years later the flange was transferred to the wheel.

**15** *(a) What is the latest figure on the number of railroads in the United States? (b) When did U. S. railroads operate the most mileage?*

(a) There are 661 common-carrier companies, which is about half the total roads, including switching and terminal (1,312) reported by the ICC in 1911. We have no statistics on industrial or amusement-park railroads. (b) In 1916, with 254,037 miles.

**16** *Are there any railfan clubs in Spain?*

Walter Thayer, Box 1654, Wentachee, Wash.

**Water keg used by Great Northern section gangs at Chelan and Pateros, Washington, was awkward to lug around, so the boys attached coffin handles bought from gandy dancer's undertaker brother.**

Yes. Last June an International Exhibition of Miniature Trains was held in Madrid, sponsored by the Madrid Friends of the Railways. The following countries took part: France, Switzerland, Italy, Austria and Canada.

**17** *Give me the words of* The Wreck of Old 97.

**On a cold, frosty morning in the month of September**
**When the clouds were hanging low,**
**Ninety-seven pulled out of the Washington station**
**Like an arrow shot from a bow.**

**Oh, they handed him his orders at Monroe, Virginia,**
**Sayin': "Steve, you're away behind time.**
**This is not Thirty-eight, but it's old Ninety-seven;**
**You must get 'er in Spencer on time!"**

**Oh, he looked round his cab at his black, greasy fireman,**
**Sayin': "Shovel in a little more coal,**
**An' when we cross that White Oak Mountain**
**You can watch old Ninety-seven roll!"**

**It's a mighty rough road from Lynchburg to Danville**
**And the line's on a three-mile grade.**
**It was on that grade that he lost his air brake,**
**And you see what a jump he made.**

**He was goin' down hill at ninety miles an hour**
**When the whistle broke into a scream.**
**He was found in the wreck with his hand on the throttle**
**And a-scalded to death with steam!**

**Now, ladies, you must take warnin',**
**From this time ever more,**
**Never speak harsh words to your true lovin' husbands;**
**They may leave you never to return!**

**18** *What types of benefits are available to an employe's children under the Railroad Retirement Act?*

They include annuities to minor and disabled children and insurance and residual lump-sum death benefits.

**19** *When did iron and steel railway bridges come into use?*

The first iron railroad bridge in the United States was opened for operation on the Reading near Manayunk, Pa. (now part of Philadelphia) on May 4, 1845.

The first railway-highway bridge built partly of steel was the Eads Bridge spanning the Mississippi at St. Louis, formally opened for rail traffic July 4, 1874.

The first railway bridge having all-steel superstructure was completed at Glasgo, Mo., in 1879 for the Chicago & Alton (now part of the Gulf, Mobile & Ohio).

**20** *Define a Class 1 railroad.*

One with a gross income of $3 million or more a year. (Originally the term referred to a road with an annual revenue of at least $1 million.)

**21** *(a) How does the throttle on a diesel-electric locomotive distribute the amount of current delivered to the traction motors? (b) What is meant by transition?*

(a) It controls the amount of fuel to the engine, hence its speed and power output, performing a similar function as an accelerator pedal on an automobile. (b) The act of changing connections of the traction motors of the diesel-electric from series-connected motors to series-parallel connections. It is comparable to shifting from first to third gear in an automobile, or the operation of a Johnson bar in a steam locomotive.

**22** *Which is the oldest-named U. S. passenger train in continuous service?*

According to the Association of American Railroads, the *Hawkeye*, operated by the Illinois Central between Chicago and Sioux City is the oldest. Named for Iowa, the Hawkeye State, the train made its first run Dec. 11, 1870.

The following old-named passenger trains still are in service: The *Federal* (1876) and the Colonial (1892), on the New Haven and Pennsylvania roads between Boston and Washington; the Pennsy's *Pennsylvania Limited* (1881) and *Congressional* (1885); and the Atlantic Coast Line's *Florida Special* (1888).

**23** *When was the Panama Railroad opened?*

The first train crossed the Isthmus (48 miles) on Jan. 28, 1855.

**24** *Where is the freight and passenger car combine and other rolling stock of the narrow-gage Monson?*

Linwood W. Moody, a leading authority on narrow gages, reports that when the "two-by-six" was abandoned in 1944, the old Laconia (1883) combination car and the 20-odd freight cars were destroyed for the metal, along with the original 30-pound rail.

The Monson's two 18-ton Vulcan Forneys were sent to a junk yard in Rochester, N. Y., where Mr. Moody bought them for $1,500. At present they are busy puffing around the Edaville Railroad on the upper end of Cape Cod.

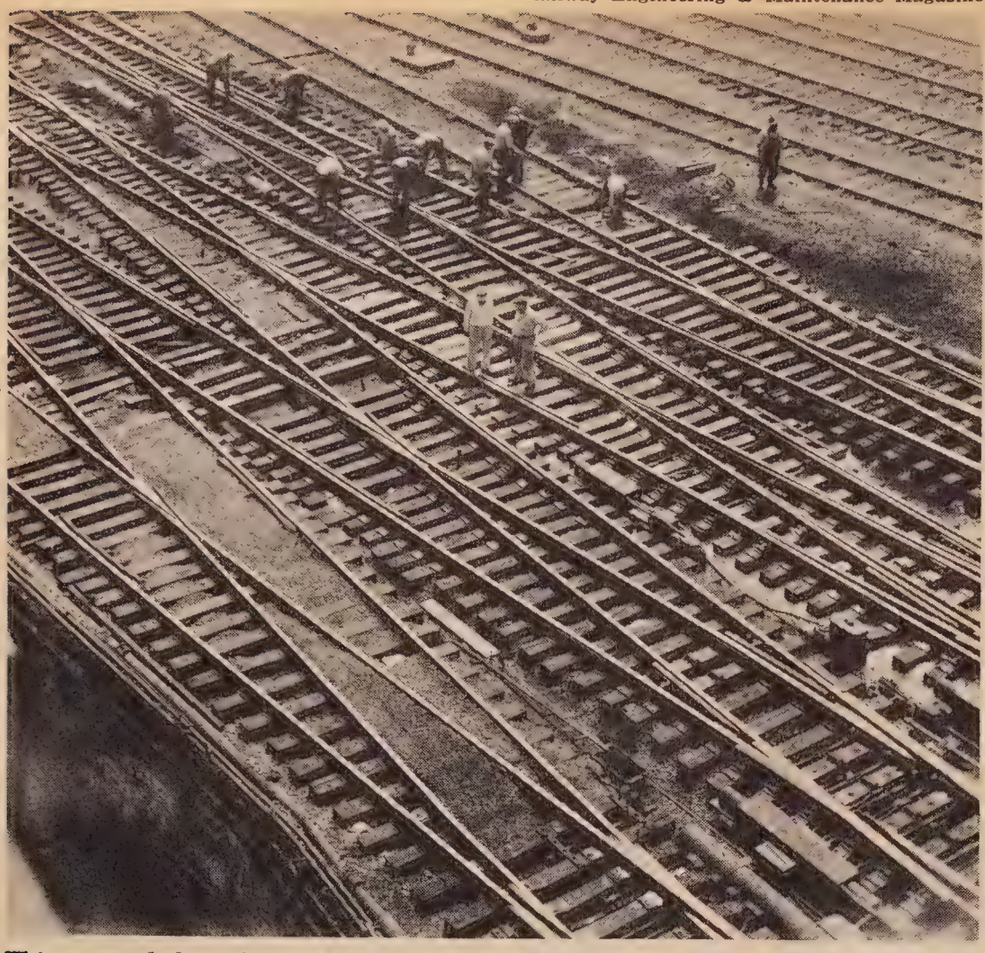
**25** *List the shortest lines in the United States and Canada.*

One-Mile Roads: Niagara Frontier, New York (Canadian National); Champlain & St. Lawrence (Canadian National); Virginia Central, between Fredericksburg and Richmond, Va.

Two-Mile Roads: Augusta Railroad, between New Augusta and Augusta, Ark.; Delta Valley & Southern, between

Union Pacific Railroad

**One of the few railroad trains owned and operated by any menagerie is the Zooliner on the Portland (Ore.) Zoo Railway. When completed the system will acquire a second train powered by an 1875-vintage steam locomotive. The line's honorary Board of Directors includes 3 Railroad Magazine writers: Senator Richard L. Neuberger of Oregon, Stewart H. Holbrook and your editor.**



**This unusual shot of a track-renewal job in Chicago, at the Western Avenue crossing of the Chicago & North Western, was made from the roof of a nearby building.**

Delpro and Elkins, Ark.; Grasse River, between Childwold and Connifer, N. Y.; Moshassuck Valley, between Saylesville and Woodlawn, R. I.; Twin Branch, between Twin Branch Junction and Penn, Ind.; Union Railroad of Oregon, between Union and Union Junction, Ore.

**26** *I read somewhere that George Bernard Shaw was largely responsible for the introduction of ladies' rooms on railway coaches. Is this true?*

Yes. A recent issue of England's Railway Gazette quotes the following from the Manchester Guardian: "He fought nobly for this cause, and although much maligned at the time for publicising such a subject, he won in the end, and women all over the country are grateful to him for his contribution to this vital advance in the cause for equal rights for women."

In the early days women rail travellers had to rely on provisions for their comfort at railway terminal stations or, lacking even that facility, had to seek out a hotel at the terminus.

**27** *What are specifications of a railroad ferry boat?*

They vary. Here are figures for Lackawanna ferries of the Scranton class, which operate on the Hudson River:

Length of hull, 232 feet overall; width of hull, 62 feet overall; inside width of hull, 43 feet, four inches; inside length, 229 feet, four inches; draught, 11½ feet; freeboard, 7 feet; steam hp, 1,400. Average capacity, 1,944 passengers; with vehicles, 1,550 passengers.

**28** *How much U. S. mail moves by rail?*

Notwithstanding subsidies which the Federal Government pours into air transportation, and in addition to tremendous public aid, exemptions and advantages enjoyed by highway operators, the railroads still carry three-quarters of all inter-city mail.

Less than one per cent of the nation's population lives in counties not served by railroads. But these counties benefit from Railway Mail service. Except for local pickup and delivery, most of their non-local letters and packages go by rail over some part of their trip. The railroads handle between 45 and 49 pounds of mail for every man, woman and child in the United States.

**29** *In what year did Boston-Chicago freight service begin?*

If you mean the first railroad freight car to run from Boston to Chicago, the date was January, 1864. It was equipped to permit wheel adjustment on axels to accommodate minor differences in tracks, for in those days, the U. S. railroads had many gages.

**30** *Does your company sell binders for copies of Railroad Magazine?*

No, but many dealers do. Try Suckert Loose-Leaf Cover Co., 234 W. Larned St., Detroit 26, Mich.

**31** *Where is the longest stretch of straight track in the United States?*

On the Seaboard Air Line Railroad between Wilmington and Hamlet, N. C., 78.86 miles—the longest stretch of track without a curve.

# Running Extra

When you answer a question requested in *Information Booth* or *Running Extra,* be sure to mention the item number and date of issue.

ALTHOUGH we have stated on many occasions, "No replies will be sent by mail," we continue to receive many requests for such service. Much as we like to accommodate readers, our correspondence is too heavy. The only items we can find time or space to handle are those you see in print.

TWENTY-THREE years ago, when this department was called *By the Light of the Lantern,* a reader asked, "Will there be any real railroading (that is, steam) for those of us who want to follow it as a vocation ten years from now?"

This reply appeared in our May '36 issue: "If there were any doubt about the matter we'd be inclined to hedge a little. Fortunately, it does not take a gift of prophecy to tell you that steam will roll most railroad trains, not only ten years from now, but many times ten years. We'd even go so far as to guess that your children will be asking the same question—and getting the same answer."

HARRY BATES, 6 Southern Ave., Feltham, Middlesex, England, sends more information on the *Rocket* (item 7, Feb.) He says she was built in 1829 by George and Robert Stephenson, for which they received a prize of 500 pounds. She is on display in the Science Museum, South Kensington, a section of the British Museum in London, along with another famous pioneer engine, Hedley's *Puffing Billy* (1813).

(Do not confuse the British *Rocket* with the old Reading engine of the same name, on display at the Franklin Institute, Philadelphia, Pa.)

NARROW-GAGE industrial and military railroads in the States and Canada are being compiled by Stanley T. Borden, 754 Stanyan St., San Francisco 17, Calif., for this magazine. Can any reader add to this list, including gage and mileage?

**West Side Lumber Co., Tuolumne, Calif., (see page 18).**
**U.S. Plaster Co., Plaster City, Calif., 3-foot gage, 25 miles.**
**Canadian Industries, Ltd., James Island, B.C., 3-foot gage, 10 miles.**
**Canada Creosoting Co., New Westminster, B.C., 2½-foot gage, 6 miles.**
**Dominion Tar & Chemical Co., New Westminster, 2½-foot gage, 3 miles.**

WANTED by Earle Hanford, 56 Wayne Ave., Freehold, N. J., information on a brass railroad lantern that Dietz made for the B&S (possibly Baltimore & Susquehanna, now part of the Pennsy, or Blaney & Southern, now abandoned).

He also has an old lantern made for the Pennsy by the Armspear Mfg. Co., or a similar name. Who can tell him about such a company?

SOUTH OF THE BORDER: Who can identify the name of a Mexican railroad with initials CTV? George Capdeville, 2608-64th Ave., Oakland 5, Calif., has sent us a negative of an 0-6-0-type lcoomotive from this line, which he believes was taken in Vera Cruz. He wants to know if CVT is a terminal line; how many miles of track it operates; and number of locomotives.

W. D. SHERMAN's request for a history of the Red River & Gulf and the Groveton, Lufkin & Northern is answered by Hugh F. Stephens, 223 Trenton Blvd., Sea Girt, N. J., as follows:

The standard-gage RR&G was incorporated in April, 1905, running between Le Compte and Concrete Hill, La., (13.22 miles) and Long Leaf Junction and Bliss, La., (9.48 miles). Rolling stock: 3 locomotives and 8 cars.

The GL&N, also standard gage, was operated as the Texas Northern in 1909, extending from Groveton to Vair, Texas, (22.40 miles) with trackage rights over the Texas Southwestern from Vair to Lufkin (12.65 miles); over the East Texas RR. and St. Louis Southwestern, Lufkin to Huntington (13.45 miles); and over the Texas & Northern from Prestridge to Rockland, (22. miles). It had 3 locomotives and 100 cars.

INFORMATION on the world's highest railroad bridges (250 feet and over), their height, history and location, is wanted by K. F. Schulze, Box 250, Williams Lake, B. C., Canada.

T. J. GASCOIGNE, R.R. 4, Oshawa, Ontario, sends this data on the Intercolonial Railway (Canadian National), requested in February:

The ICR was part of the Canadian Government Railways and dates back to Canadian Confederation, when the Dominion Government built it to provide a transportation link between the Maritime Provinces and Lower Canada. The obligation to do so was written into the Constitution of Canada as an essential inducement to secure the assent of Nova Scotia and New Brunswick to enter Confederation.

For military reasons the line was built well away from the international boundary. The line from Halifax to Riviere du Loup was opened July 1, 1876. Three

N. Kent Loudon, Holland Rd., Peapack, N. J.

**No. 7, the last engine built by Heisler of Erie, Pa., was delivered in 1941 to the Middle Fork, a 16-mile coal road in West Virginia, and is still in service. Because of its light (40-pound) rail and abundance of soft coal, line probably will never go diesel.**

years later the ICR was extended to Levis (opposite Quebec City) through the purchase of the Grand Trunk Railway of Canada East (owned by Grand Trunk Railway of Canada, Ltd.), and by 1898 it reached Montreal.

Eventually many short lines connected with ICR were built as private interests. To provide better service for the communities they served, the Government acquired them gradually, and by 1918 had taken over 500 miles, all in New Brunswick.

Prior to the formation of the Canadian National Railways, the ICR was operated by the Dominion Government Railways and Canals. All revenues were taken into the consolidated fund of Canada and all expenses were paid from this fund. On November 20, 1918 the ICR was entrusted for operation to the Board of Directors of the Canadian Northern Railway, operating 2,187.2 miles as follows:

| | |
|---|---|
| **Intercolonial Railway proper** | **1,518.0** |
| **Prince Edward Island Railway** | **276.3** |
| **International of New Brunswick** | **105.1** |
| **Elgin & Havelock** | **26.1** |
| **Moncton & Buctoche** | **29.9** |
| **Salisbury & Alviston** | **24.8** |
| **St. John & Quebec** | **172.1** |
| **York & Carleton** | **6.3** |
| **St. Martins** | **28.7** |

SEVERAL READERS have commented on our definition of a "slip coach" (item 6, Feb.). Their answers are basically the same, with a few variations. But all agree that a slip coach is "a railway carriage detached at the station from an express train that is in motion."

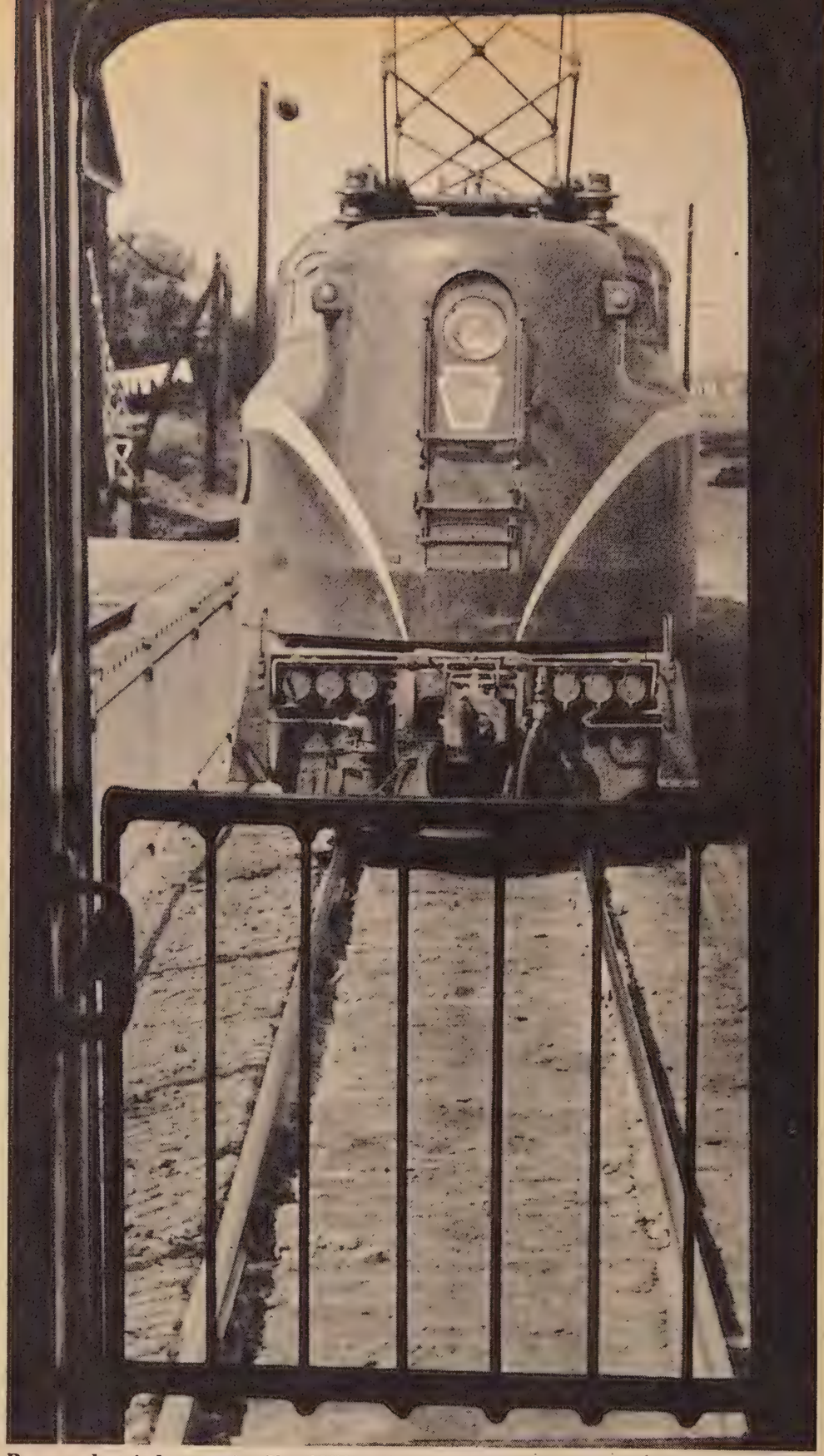
The information we published was obtained from the New York office of Associated British & Irish Railways.

According to Colin K. Lee, 119 Waverly Pl., Webster Groves, Mo., the only comparable maneuver used in the States is sometimes seen in freight yards for breaking up trains.

CHARLES B. OELLIG, JR., 4101 Locust St., Harrisburg, Pa., wants a complete color scene of the locomotive *Texas* of Civil War fame, now housed in Grant Park, Atlanta, Ga.

WHO can furnish detailed information on the supply cars that were operated in the West by agents of the Indian Bureau, U. S. Department of the Interior, until about 1924? They were coupled onto freight and passenger trains, and carried supplies for distribution to various Indian reservations. (The Indian Bureau, Washington, D. C., informs us that their records of this operation are not accessible.)

Your editor, Freeman Hubbard, wants to write an article about these cars. His late father-in-law operated one. When Mrs. Hubbard was a small girl she traveled in such a car. She recalls that in addition to living quarters the car had shelves stocked with bolts of cloth and other merchandise. As a side line, her father carried along some articles of his own which he sold to the Indians, particularly the Utes along the old Colorado Midland.



Savas Stavropoulos, 85-46 Chevy Chase St., Jamaica, N. Y.

**Pennsy electric locomotive No. 4859, seen from the rear of a train at South Amboy, N. J., Sept., 1957, after the GG-1 took over from a K-4 steamer pulled out of service.**

A HISTORY of the Missouri & Arkansas and the Arkansas & Ozarks, including locomotive data, is wanted by Edward Levay, Jr., 13 Summer St., Framingham, Mass.

HUGH STEPHENS, 233 Trenton Blvd., Sea Girt, N. J., furnishes the following data on the Pennsy's old Coal-

port yard and car shops at Trenton, N. J., requested by Harry Goodwin (Feb. issue):

"So far as I know, the car shops have long since been abandoned and the tracks removed as part of a slum-clearance project.

"I believe the section got its name because of the coal yards located there and its proximity to the Delaware & Raritan canal."

Mr. Stephens suggests the Pennsy Public Relations Department at Philadelphia, and the historical society located in Trenton as possible sources of information.

SEVERAL readers answered John Van Teslaar's request as to how to buy a private Pullman car (Feb. issue), but their replies are vague.

The now-abandoned New York Ontario & Western had one stored in their shops in Middletown, N. Y. We don't know where it is today.

S. A. SHULER, 25 Romeyn Ave., Amsterdam, N. Y., asks for data on New York Central engine 870, a replica of which Schenectady built and exhibited at the Chicago World's Fair in 1893.

REFERRING to the lap order that caused a collision (item 23, Dec.), S. Lancaster, 7 Waterhouse St., Cambridge 38, Mass., refers the reader to *The Modern Railroad*, Hungerford (McClurg, 1911), page 262, which describes but does not identify a similar incident.

He also mentions press reports dated March 8, 1913, of a head-on collision on the Central of Georgia near Augusta, where a wrecker was started out before the pile-up actually occurred.

DAVID BARABAS, 27 Orth Ave., Passaic, N. J., purchased a Canadian National steam locomotive builder's plate removed from engine 5535, K-1-E class (originally Class P2-2A on the old Canadian Government Railways). Who can send him a picture and/or data on this locomotive or her class?

ROBERT G. HERBERT, JR., commenting on the meaning of "articulated," quotes from the *Locomotive Cyclopedia* (ninth edition, 1930) as follows:

"A locomotive having two sets of cylinders driving independent groups of wheels which support two sets of frames, joined by a hinge or pivot joint. The leading set of frames, cylinders and driving wheels support the forward end of the boiler and swivel radially about the pivot connection, giving the effect of a truck and thus reducing the rigid wheelbase.

"In compound articulated locomotives the usual arrangement is to drive the rear section by the high-pressure cylinders and the front section by the low-pressure cylinders. In single-expansion articulated locomotives all cylinders receive steam at boiler pressure."

He mentions two foreign types, the Kitson-Meyer and the Garratt, which differ radically from ours. Each engine has her own pony and trailer trucks.

Also, one engine is under the tender while the other is well ahead of the boiler front, and they oppose each other instead of being in tandem. The cylinders are over the pony trucks and their wheel arrangement would read 2-8-0+0-8-2 or 4-6-2+2-6-4.

STEWART ENGLISH, Chew's Landing, N. J., wants a brief history of the Reading's Camden-Grenloch passenger and freight line, both narrow-gage and standard.

WAYNE ELLIS' request for a brief history of the Sumpter Valley Railway (Feb. issue) has been answered by several readers.

This now-abandoned narrow-gage line was incorporated in 1890 and in operation the following year. It extended from Baker City to Prairie City, Ore., (79.63 miles).

Rolling stock consisted of 11 locomotives, 8 passenger cars and 260 freight and company cars.

W. F. McCulloch, 2815 Polk St., Corvallis, Ore., says further details on the SV can be found in *Oil Lamps and Iron Ponies* by Shaw Fisher-Hartan, Bay Books, Ltd., San Francisco, Calif., published in 1949.

N. F. FORD, Box 207, Whitford, Pa., wants information on the Everett Railroad of Pennsylvania, which he understands is still operating, although not listed in any railroad guide. Who can give details on it and its present owners?

FOR READERS interested in British Railways, we refer them to a recent booklet, *Facts and Figures About British Railways*. Copies are available (free) on application to the British Transport Commission, 222 Marylebone Rd., London, N.W. 1, England.

C. B. SWOYER, Otto-Eldred High School, Duke Center, Pa., wants dimensions of the Pennsy's West Philadelphia Station big room. He would like statistics also on large waiting rooms other than those in Grand Central and Penn Station, New York City. ●

T. W. Omiline, 4660 Manhattan College Parkway, Bronx, N. Y.

**Union Pacific Big Boys, Nos. 4023 and 4021, in the yards at Cheyenne, Wyoming.**

**Behind this Central Vermont eight-wheeler you can see part of Montpelier station with quaint gingerbread architecture, as it looked in 1916.**

From the collection of K. E. Schlachter,
112 Laurel Lane, Forest Brook Glen,
Wilmington, Dela.

CENTRAL VERMONT
CENTRAL VERMONT
53

**Remember old Tri-City Traction Company's lightweight interurban cars, painted maroon and cream? This shot of No. 120 was made at Bluefield, W. Va., in 1940. Cars turned right across U.S. highway before circling left onto Norfolk & Western bridge.**
Stephen D. Maguire, 1411 River Road, Belmar, N. J.

## *Steve Maguire's*
# TRANSIT TOPICS

TWO-MILE extension of the Cleveland Transit System to West 143rd Street and Lorain Avenue was opened for passenger service last November, with gratifying results, reports Ted Taetsch, 14218 Garfield Avenue, Lakewood, Ohio.

Steve Maguire

Instead of the 100 or so new riders predicted by one of those who, a few years ago, had been instrumental in stopping construction of a subway loop in downtown Cleveland, at least 3,000 more passengers showed up for the new service. Says Ted, "The success of this extension should spark additional rapid transit rail lines hereabouts."

The CTS had intended to designate its new western terminus "143rd-Lorain," but a suggestion from juice fan Bill Vigrass of Cleveland changed that. Bill told CTS it should use more significant names for stations. He pointed out that the new terminus was almost the center of old West Park, a town which had lost its identity after World War I, when it was incorported into the City of Cleveland. The CTA thought so much of the idea that they named the new terminal West Park station, giving Bill credit.

Four bus lines feed into this terminal, and two others into Triskett station, the other new one on the extension.

THE NEXT progressive rapid-transit development will be opening a 10-mile Highland Branch extension of the Boston Metropolitan Transit Authority about July 1. With PCC trolleys running on the former Boston & Albany right-of-way, this will be the first sizable expansion of streetcar operation in North America in many years.

MTA's eight double-ended PCC's, recently purchased from Dallas, have been placed in service on two short Boston lines, replacing nine Type 5 cars now being scrapped or sent to museums. These routes, requiring double-ended cars, run from Park Street Station to Northeastern and to Blanford Street.

"On Dec. 31," writes Peter E. Skinner, 12 Hoover Road, Needham Heights, Mass., "I saw the first ex-Dallas PCC roll out of MTA's Everett shops. These cars are numbered 3322-3329. The only Type 5 car left is No. 5579, which I think a railfan group will preserve."

PHILADELPHIA'S "Operation Northwest" is a successful effort at coordinating transit facilities to bring more riders to railroad and transit systems.

With the Pennsylvania and Reading roads, Philadelphia Transit Co. worked out a scheme by which riders could use local transit routes feeding into suburban stations of the Pennsy's Chestnut Hill line and the Reading on a single, reduced, cut-rate fare to downtown Philadelphia.

The two railroads cut fares on their branch lines, operated by MU electric equipment, to a flat 30-cent fare, while the PTC began selling a combination ticket, good on its lines and the rail-

roads as well, for 10 cents. Previous PTC fare was 20 cents.

Elliot M. Block, 84-49 Elmhurst Ave., Elmhurst, N. Y., is among several readers who sent us this information. He adds that the City, as an added inducement to win people back to mass transportation and off the city streets, appropriated $160,000 to pay the railroads and PTC for losses that might be incurred from lower fares. Thus far we haven't heard of any demand for such reimbursement.

PTC elevated and subway lines will soon get 274 new cars, replacing 315 older types. Higher speeds and better acceleration will reduce the number of cars needed. Some schedules will be cut as much as ten minutes.

Other improvements include new fluorescent lighting at stations, painting, new tile walls, and a general clean-up. Delaware Bridge line will get new rail. The situation is encouraging.

CHICAGO TRANSIT AUTHORITY'S capital budget carries $350,000 as its share of the $4,000,000 project for elevating the ground-level section of the Lake Street rapid-transit line from Laramie Avenue, where it now leaves the elevated portion for surface operation under overhead trolley pole, to its terminal west of Harlem Avenue. The project will get under way this year. Utilizing rails of the elevated Chicago & North Western in lieu of right-of-way now used on one side of a busy street, it will make available greater width for the motor highway.

ELECTRIC passenger service on the Canadian National's Montmorency Division was due to end March 16, reports Jean M. Leclerc, 24 Plante, Levis, Que., Canada, but electric freight runs continue for a while.

ADD to archaic legislation covering trolleys the 1957 labor laws of Maine, which hasn't seen a trolley running anywhere in the past ten years except at the Seashore Electric Railway Museum in Kennebunkport, These peculiar laws provide that street railways shall pay their employes weekly and that streetcar platforms shall be enclosed from December to March.

Alex Hamilton, chairman of Seashore Electric, remarks: "Considering that we are the only line in the state to which these provisions could apply, we have posted the information in our office where the staff can see it. It gets a few laughs."

LONGEST trolley line in the U.S. at this writing is the Towson-Catonsville route of Baltimore Transit Co., nearly 17 miles, according to H. H. Diers, Washington, D. C., and Paul F. Myers, Baltimore, Md.

But it may soon be cut in half by abandonment of the westerly portion. Baltimore Traffic Committee wants to reverse the flow of traffic on Lombard and Pratt streets downtown. Because the line uses these streets, BTC claims it would cost $200,000 to lay new rail to reverse operating directions downtown. The Committee doesn't want to spend this money because it expects to convert its remaining rail lines to buses in a year or so.

The long Sparrows Point line in Maryland that was bussed last September has since been torn up. Its trestle was the longest streetcar trestle in North America.

But at least one PCC car will probably survive all others of the BTC, according to John Bromley, 32 North Drive, Toronto, Canada. He asks if anyone has told us that Baltimore car 7078 was sold in 1957 to the Northern Railroad of Costa Rica to be used as a motorized passenger unit.

John wants to compile an all-time roster of PCC's. Who'll help him?

OHIO RAILWAY MUSEUM at Worthington has only one mile of track, says Dave Bunge, the museum's public relations director, and is planning to build another mile, but its total will not be three, as reported. Nor has the Norfolk & Western been asked to supply girders for building a bridge on the right-of-way across Granville Road, as a reader misinformed us.

Jack Ross, 8031 Leon St., Philadelphia, Pa., admits he was mistaken in saying the Philadelphia subway system had two Lehigh Valley Transit freight motors. The Lehigh Valley Chapter, NRHS, which published a history of LVT cars, established the fact that only one, the C15, went to the Philadelphia underground. The other piece of equipment which Jack said had come from LVT was actually a surface snow sweeper, converted to a wrecker.

WANTED: unusual pix of Michigan trolley and interurban lines, especially those abandoned long ago. These are desired for possible use in the 1959 *Bulletin* of Central Electric Railfans Ass'n, Box 503, Chicago 90, Ill., that will cover all Michigan lines.

If you've seen the superb CERA publications of the past you can appreciate the effort made to get complete data for them. Persons with material to submit should first contact Richard Andrews, 34008 Cambria Court, Wayne, Mich., who has charge of the publication, telling him what they have available before mailing it.

Photo by Arnold I. Reid

**Argentina still boasts a few streetcar lines, including this one at Concordia, where trolleys have replaced the buses.**

INCREDIBLE as it may seem, one Argentine city got along without streetcars for more than ten years, until about 1953, when the paving over which which buses rumbled and clattered had sunk to such a point that the eight Birney trolleys which had formerly served the city were put back into service, and those cars are operating today. So says Arnold I. Reid, Defensa 665, Buenos Aires, Argentina, who has been touring his country to visit and publicize its tramways. Does anyone know of a similar situation?

That city is Concordia, in Entre Rios Province, where Mr. Reid found the eight Birneys, built by Brill for left-hand operation, running on two routes, about four miles in all.

The company operating in Concordia is a subsidiary of the American & Foreign Power Co. that also operates a 14-Birney line in Parana, Argentina.

AFTER checking old newspaper files, Al Moorman, Milliken, Colo., came up with sarcastic comments on a small

trolley line that ran at Greeley, Colo., from 1910 till 1923. Known as the Denver-Greeley Elevated Railway, it never had more than six cars, four of which were bought second-hand from Spokane, Wash.

By 1923 the line had deteriorated to such an extent that the Greeley *Daily Tribune* stated under the headline, "Streetcar System Makes Convulsive Effort Tuesday": "While talking on the telephone, Williams heard a suspicious racket at the corner. He rished to the door and saw No. 30 toddling along 7th Street." "It (the traction line) is a tender plant, affected by snow and cold and loose bolts and nuts."

On another occasion the newspaper reported motormen asking for "non-collapsible equipment. . . . They keep a sharp lookout on the line, not so much to avoid hitting people as to pick up pieces of the car that might have fallen off on the last trip around."

"ALL IS LOST," laments George Chope, 6530 S.E. 63rd Ave., Portland, Ore., commenting on the Portland Traction Co., which suddenly ceased its interurban operation to Oregon City and Bellrose more than a year ago, leaving its riders stranded.

The Oregon Public Utilities Commission fought the unauthorized abandonment in the courts but was defeated. With the courts refusal to jail company officials for their high-handed action in contempt of PUC orders, it became obvious that the line would stay abandoned. Thus ends the history of the last traction line in the Northwest.

BAMBERGER RAILROAD, once a busy interurban line, has just closed out is remaining diesel freight service, we learn from Hugh F. O'Neil, a Southern Pacific employe, 659 23rd St., Odgen, Utah.

Originally a steam road, it was electrified in 1910 thus becoming one of Utah's five interurbans. It gave regular service from Salt Lake City north to Ogden until Aug. 22, 1952, when passenger runs were switched to highway operation. The freight service that remained was dieselized. Today a few miles at each end are operated by the Union Pacific and the Denver & Rio Grande Western respectively, but the main tracks between the terminals are being torn up. The Bamberger's last general superintendent, Vernon Crossley, now works for D&RGW as assistant to a division super.

Last remnant of Utah's interurbans is the Salt Lake, Garfield & Western, which is dieselized and which in summers runs occasional passenger trains to the Saltair Beach resort, diesel motors hauling open cars.

Photo by Stephen D. Maguire

**Chicago Transit Authority's 4337 and 4338 on Lake Street El, Oak Park, Ill.**

Sinichi Miyazaki, 1299 Ohno, Inaba-Cho, Inaba-Gun, Gifu-Ken, Japan

**Modern buffet car on the Japanese National Railways, a system with more than 12,600 track-miles, of which 1,380 are electrified. A "new-look" electric-powered express that runs between Tokyo and Kobe is nicknamed *Kodama* (Echo) because, like an echo, the beautiful new train returns to its point of origin.**

"WITH most sizable cities in the U.S. all-bus, I don't see why you neglect the Pittsburgh Railways' trolley system," complains Robert Smith, 215 Belvidere, N.E., Warren, Ohio.

We'e published very little material on that line recently. It is actually the largest traction system in North America, operating nearly 50 trolley routes and two incline lines, so it rates a lot of good publicity. The reason for our "neglect," as Bob terms it, is the fact that readers just don't send us anything on the system that we could use.

Except for a few major events that we cover personally, this department consists of material from readers. So, Bob or anyone else, if you run across any interesting news items or anecdotes from Pittsburgh, send them in and we'll do the rest.

J. ARRIVETZ, 6 Rue Victor Hugo, Lyon 2, France, who reads and writes English, is the author of a book, *The French Tramways,* written in French, which we reviewed some time ago.

"I have been organizing railfans into a group to help small French tramways out of financial difficulty," he writes. "Our purpose is not to spread rail propaganda but to preserve short lines. We have prevented the bussing of the Annemasse-Sixt line Haute Savoie. We helped it with commercial advertising in cars, automatic dispensers in stations, etc.

"We now appeal on behalf of the 2-foot-gage Tramway du Cap Ferret, near Bordeaux. This is a successful, well-equipped line, serving two fine beaches,

but Dutchmen who own 90 percent of it want to convert to buses. This line could be saved by floating a loan, payable with 6 percent interest. Who will help? Details available on request."

## New Electric Publications

IT IS IRONIC that the best efforts of fans in compiling historical data usually come after the subject of their work has passed from the scene.

We have new publications, both excellent, on the Pacific Electric. The PE was once the world's largest interurban line, with more than 1000 miles of track, but has dwindled to a mere 20-mile route out of Main Street station, Los Angeles, to Long Beach, and the future even of this fragment is far from rosy.

These books approach the subject from different viewpoints, with no duplication of previously-published work.

*Pacific Electric Railway: A Pictorial Album of Electric Railroading,* is a 63-page compilation of choice views of the PE system, in both its early and later years, with hitherto unpublished material of the type you expect to find in a Beebe-Clegg book. This fine collection of views can be had from Donald Duke, 2304 Melville Drive, San Marino 9, Calif., for $3.75 a copy.

*Passenger Service of Pacific Electric* is a scholarly and detailed study of schedules of the many PE rail routes from 1911 to the present. Published as *Interurbans Special* 21 by Ira L. Swett, 1416 S. Westmoreland Ave., Los Angeles 6, Calif., this 146-page book is intended for specialists in traction history. The author is Laurence R. Vesey. Included are photos and reproductions of tickets and transfers. Mr. Swett sells copies at $3 each.

Connecticut Valley Chapter, NRHS, has produced two more monthly issues of its *Transportation Bulletin,* each with historical data on Connecticut traction lines. No. 53 has 8 pages of Railroad Commission reports, 1907-'13, thus supplementing prior issues that went up to 1906. Issues 54 deals with Connecticut Co. cars, 3200 Class, bought in 1932 from Berkshire Street Ry., Massachusetts. Besides six pages of information there is a fine insert with scale drawings of this type car. Both issues available at 25 cents each from Roger Borrup, Warehouse Point, Conn. ●

Photo by Ken McCarthy

**Runaway car 1890, Class R, on the Taronga Zoo Park line, plunged into the harbor at North Sydney, Australia, in 1952 but later was put back in service. Class R equipment was built in 1833 as a Depression work relief project.**

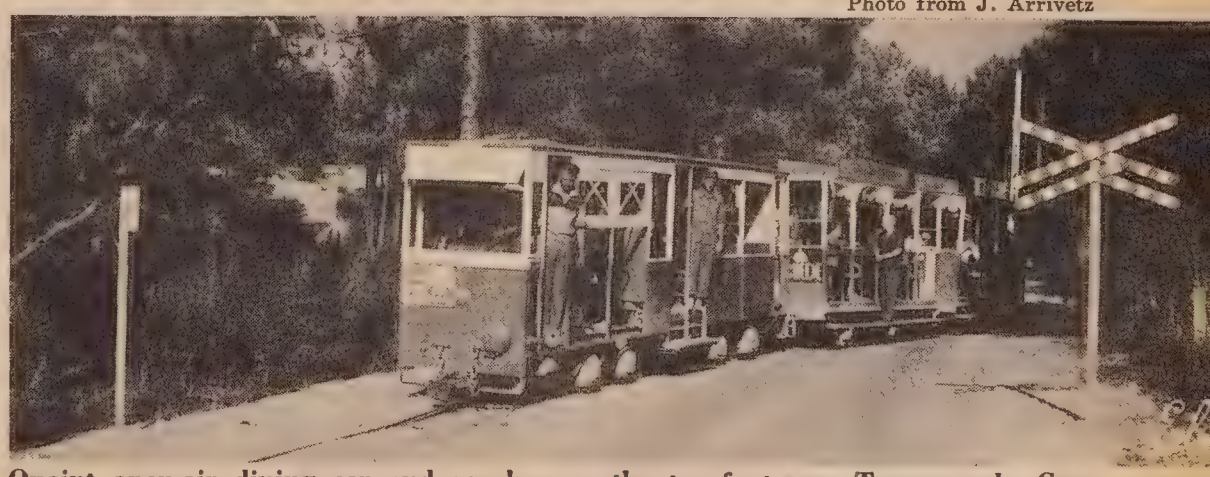
Photo from Donald S. Moore

**Car barn of Boston Elevated Railway at Brookline, Mass., about 50 years ago.**

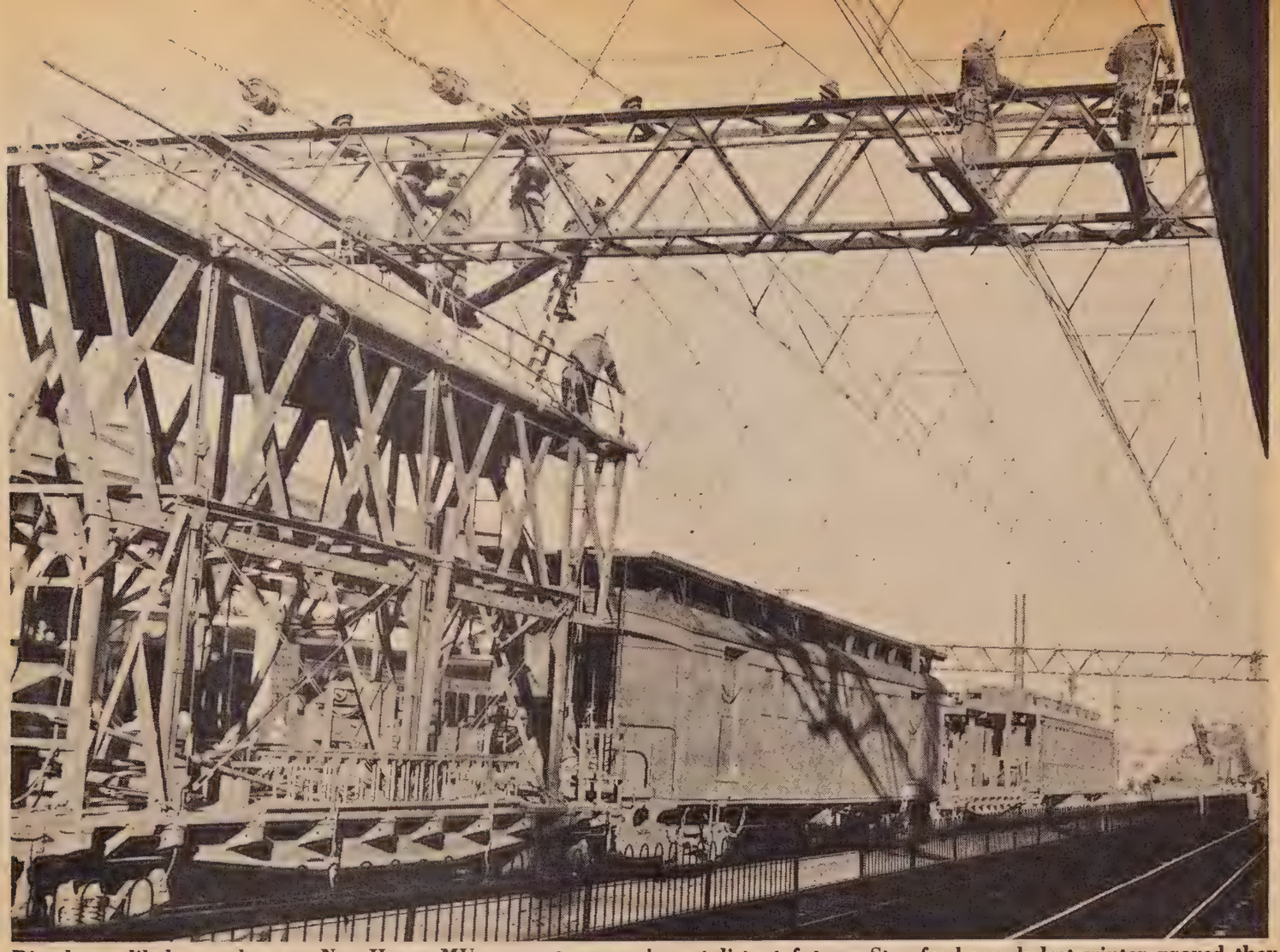
Photo by Stephen D. Maguire

**Ten-car line-up 15 years ago on Bamberger Railroad (now out of business).**

Photo from J. Arrivetz



**Quaint open-air dining car and coaches on the two-foot-gage Tramway du Cap Ferret near Bordeaux, France, which needs financial aid to keep operating.**



**Diesels are likely to take over New Haven MU commuter runs in not-distant future. Stamford wreck last winter proved they could haul such trains in electrified territory when catenary was down. (Above) Men repairing overhead wire after wreck.**
Gene Gentsch, Box 323, Rahway, N. J.

# TWILIGHT OF THE NEW HAVEN ELECTRICS

**by SY REICH**

WHAT the diesel locomotive has done to steam power almost everywhere it is doing also to the New Haven Railroad's electrified system—a great pioneering system if ever there was one—but this system is still functioning with passenger service in what you might call a twilight zone.

Electric transmission gives the diesel locomotive all the advantages of the straight electric without the requirement of having to build and maintain catenary, third rail, or stationary power plants. The diesel's only major flaw, as compared with the straight electric, is its fixed horsepower.

The straight electric draws current from a virtually unlimited source of power and could double its hp output for a brief period, while the diesel-electric locomotive draws current from a generator attached to its engine, which can develop just so much hp and no more. This liability is far outweighed by the assets we have mentioned.

In 1956 the New Haven acquired a lot of diesel locomotives; GP-9's, Fairbanks-Morse H16-44's, Alco RS-11's, and Electro-Motive yard switchers. They replaced most of the road's electric freight hogs and switchers on a one-for-one basis, since individual unit horsepower of the diesels and electric were about equal.

The objection to diesel fumes in the New York City tunnel under Park Avenue and in Grand Central Terminal itself prevented the use of diesels on through passenger trains. Another year passed before diesels regularly pulled trains into and out of Grand Central and it was two years before most of the New Haven's through trains into and out of the terminal were powered by a diesel locomotive apiece over the entire run.

One big advantage of diesel-electrics over straight electric power was shown

by a wreck that occurred early Saturday morning, last January 10th. A red-ball freight passing through Stamford, Conn., on the New Haven main line, was derailed, spewing cars over the landscape and wrecking a mail-express train that stood at the station.

Nobody was hurt, but catenary towers and wire went down and all four tracks were blocked. By Sunday two tracks were cleared and the trains began operating over them with FL-9's, which do not require electric power.

By rush hour on Monday morning all four tracks were reopened, but the life blood of New Haven commuter service—electric power—was still gone. With about a quarter-mile of catenary down through Stamford, where the road dispatches 21 MU trains from 6 to 9 a.m., Westchester County commuters reached New York between one and three hours late, with some delays up to six hours. Diesel locomotives hauled MU's through the gap in the catenary. Much time was lost in coupling up, testing air-brakes, and operating in territory without signals.

Meanwhile, the New Haven had ordered a new signal and catenary tower, but delivery took about ten days, not to mention time required for the erection and for stringing wire and installing signals. Thus, although diesel-powered trains were running the day after the wreck, about two weeks elapsed before the railroad's electric power was restored.

The first electric-diesel-electric locomotives used successfully in New Haven passenger service were the special units built by Fairbanks-Morse for the experimental *Talgo* train. These locomotives called *Speed Merchants* in honor of their top speed, 117 mph., were placed on each end of the train facing in opposite directions so that no switching moves would be necessary to reverse the train at terminals. MU connections, which allowed both engines to be controlled by one engineman, ran the length of the train through special couplers which automatically made air and electrical connections upon coupling.

Each locomotive housed an F-M opposed piston diesel engine driving a DC generator, which in turn supplied current to the traction motors. An additional DC motor was connected to the main generator.

When the train ran in non-electrified territory, or on the New Haven's

**Repair crew tightening turnbuckles to take up wire slack at Stamford derailment.**
Gene Gentsch

Baldwin-Lima-Hamilton Corp.

**No. 3000, Baldwin-Lima-Hamilton Mechydro locomotive, never went into service.**

Sy Reich, 92 St. Marks Place, New York 9, N. Y.

**Diesels under the wires. Friendly fireman in the first cab waves at photographer.**

11,000-volt electrification, the locomotive operated as a normal diesel-electric. But when it approached the New York Central at Woodlawn, the diesel engine was shut down and third-rail shoes were lowered. A special electrical clutch disconnected the diesel motor from the main generator and hooked up the generator, instead, to the DC motor. When the train operated on the Central it drew DC current from the third rail which ran the DC motor. This motor turned the main generator, which supplied current to the traction motors. Quite unusual, but it worked.

Preceding the successful operation of the F-M locomotive, a pair of Baldwin-Lima-Hamilton special electric-diesel-mechanical locomotives powering *Train X* had an unsuccessful demonstration run. Reporters and railroad officials were to have been treated to a ride from Boston to New York City on this new lightweight streamliner, but as the train was changing from diesel power to third rail power at Woodlawn, N. Y., one locomotive caught fire.

The train stopped, third-rail current was turned off, and the New York City Fire Department put out the blaze. The damaged locomotive was uncoupled, and the remaining locomotive pulled the train into Grand Central Terminal. Then the entire train was taken to Van Nest for a rebuilding. Later it was sent to Readville, the New Haven's main shops. It has never entered service.

The design of the ill-fated Baldwin locomotives reflected current practices in Europe. The diesel engine and transmission were of German type (Maybach) but were manufactured at Eddystone, Pa. The engine was a lightweight 1000-hp V-12 diesel. Instead of being connected to a generator, which in turn is connected to the traction motors as in a standard diesel-electric, this one was connected to an automatic four-speed transmission operating on the same principle of hydromatic transmissions in automobiles.

Both diesel and transmission were mounted on the forward power truck, riding on the truck instead of in the car body as normally. Also on the truck were a pair of electric motors which operated the train in Grand Central Terminal when the diesel was shut down. In the locomotive car body were auxiliary motors and generators and other equipment.

Budd company introduced a third experimental design, known as Hot Rod RDC's. It consisted of a six-car train of ordinary RDC's so modified that their clearances would meet those of the Park Avenue tunnel. Other changes included the removal of controls from every car and the substitution of a cab

**The redball freight that jumped the rails on January 10th tied up all four tracks of New Haven's electrified main line. About two weeks elapsed before electric service was restored, but meanwhile tracks were cleared and diesels kept trains rolling.**
Gene Gentsch

front on each end of the train. Thus, the middle four cars were blind motors while the outer cars looked like locomotives coming at you—until you saw passengers seated at the picture windows. To allow the cars to operate into Grand Central Terminal, Budd equipped the outer axle of each truck with a General Electric traction motor. Control equipment gave automatic acceleration which did not equal normal RDC operation. Once past Woodlawn, however, the diesels were switched on and nothing could catch those Hot Rods.

Meanwhile, the New Haven had contracted with Electro-Motive to build cab units to haul regular passenger cars over its own road with diesel power and then into Grand Central with electric power. The first two of these new units, FL-9's, were completed at the end of 1956 and delivered to the New Haven for tests. Alas, bad luck bedeviled them. The two FL-9's caught fire at Woodlawn during tests and were returned to La Grange for rebuilding and redesigning. In June, 1957, they returned to the New Haven and this time did well in all tests.

Twenty-eight more such units are now used regularly to haul most through trains into and out of Grand Central. Tests were made with overrunning third rail shoes into Penn Station. These shoes picked up current from the same third rails that once fed the Pennsy's DD-1's and currently supply the Long Island Rail Road's MU cars.

A convertable third-rail shoe is being designed to permit operation on the Central's underrunning third rail and the Pennsy's overrunning third rail. When those shoes are installed, FL-9's will be able to pull passenger trains anywhere on the New Haven system.

If business conditions improve, the New Haven will probably buy some additional FL-9's to handle all through passenger service. With such service dieselized, they could remove the catenary above Stamford, Conn., as well as the catenary on the Harlem River line, the Hell Gate Bridge, and the Bay Ridge Line, but multiple-unit cars would continue to use the electrification to Stamford.

When the present MU's need to be replaced, cars of the same type as the Hot Rod RDC's could be operated in local service and the entire New Haven electrification could be abandoned. Such an abandonment would mean the end of a world-famous pioneer electrification. ●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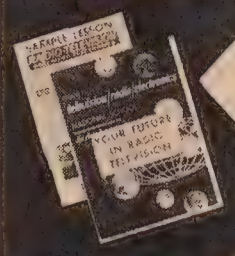


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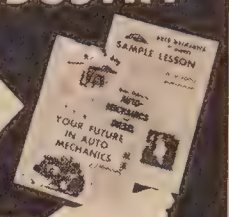


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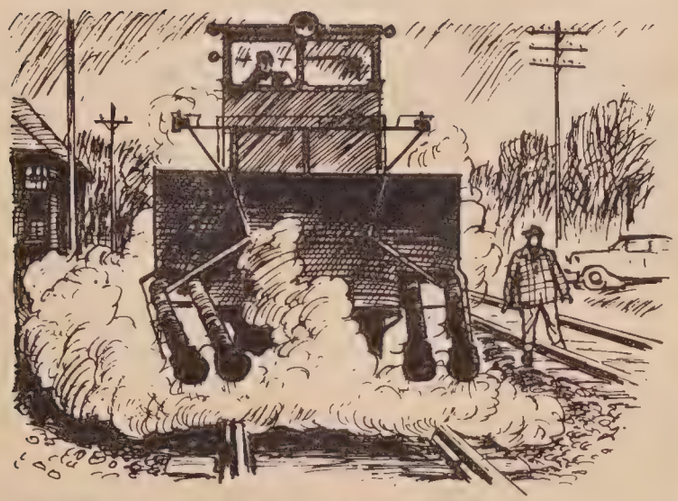
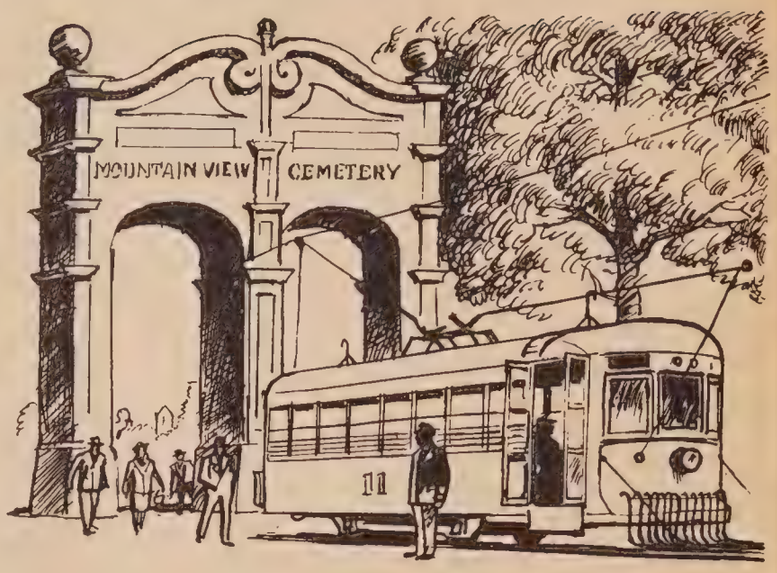
# Along the Iron Pike

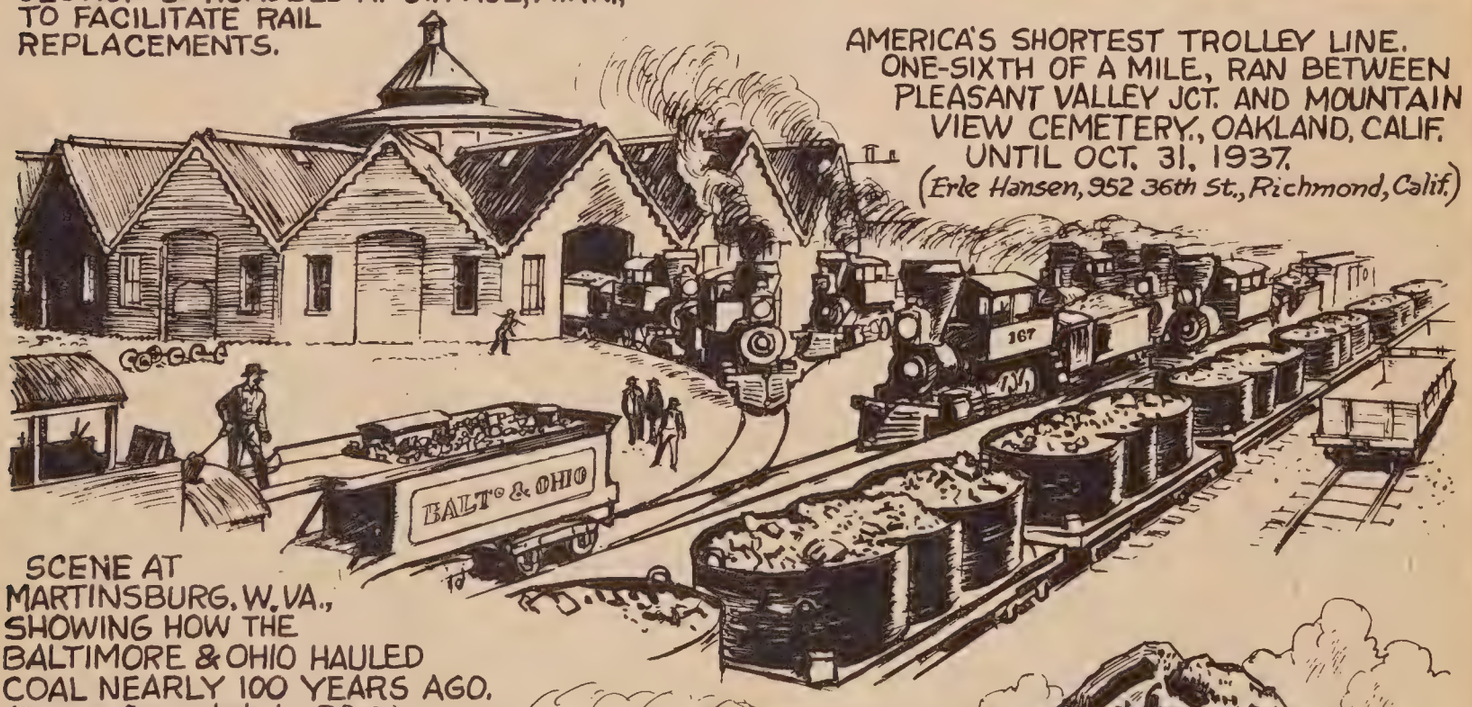
by Joe Easley



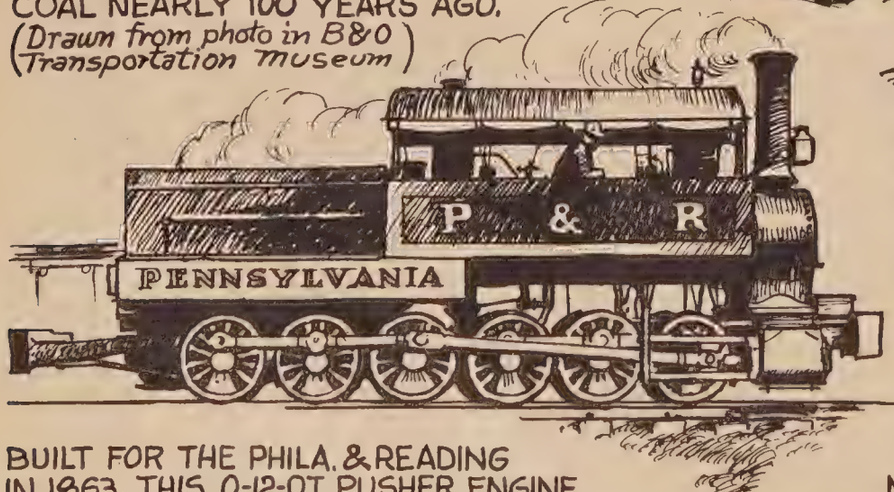
NOVEL USE FOR WEED-BURNER. THIS MILWAUKEE ROAD EQUIPMENT DEFROSTED SECTION OF ROADBED AT ST. PAUL, MINN., TO FACILITATE RAIL REPLACEMENTS.




AMERICA'S SHORTEST TROLLEY LINE. ONE-SIXTH OF A MILE, RAN BETWEEN PLEASANT VALLEY JCT. AND MOUNTAIN VIEW CEMETERY., OAKLAND, CALIF. UNTIL OCT. 31, 1937.
*(Erle Hansen, 952 36th St., Richmond, Calif.)*




SCENE AT MARTINSBURG, W. VA., SHOWING HOW THE BALTIMORE & OHIO HAULED COAL NEARLY 100 YEARS AGO.
*(Drawn from photo in B&O Transportation Museum)*




BUILT FOR THE PHILA. & READING IN 1863, THIS 0-12-0T PUSHER ENGINE CARRIED WATER BUT NOT COAL, WAS FIRED WITH COAL KEPT AT END OF ONE-MILE RUN. REBUILT IN 1870, 0-10-0T. SCRAPPED IN 1885.
*(Warren Stowman, 2011 E. Godfrey Ave., Philadelphia, Pa.)*

"CHINAMAN'S ARCH" AT PROMONTORY, UTAH, IS A MONUMENT TO CHINESE LABORERS WHO HELPED TO BUILD WHAT IS NOW THE SOUTHERN PACIFIC. FOR MANY YEARS TRAINS RAN UNDER THIS ARCH.
*(Ruth Jensen, Brigham City, Utah.)*

## STEAM LOCOMOTIVE SOUND RECORDINGS

THE ENCHANTED sounds of steam railroading will never die. Even though it is rapidly becoming harder and harder for anyone to photograph a steam locomotive in action in the United States, you can still listen to the whistles and bells, the mighty throb of driving wheels, the jangle of couplers, the click of rail-joints, and the other haunting sounds that marked the triumphant chant of the iron horse.

Many Switch Listers are interested in metal railroadiana (switch keys, builder's plates, etc.), as well as pix, negatives, movies, slides, books, magazines, and the like, but we have yet to see a request from a fan who wants to buy or swap used sound recordings, steam or electric.

If you don't already have a collection of LP, hi-fi, 12-inch sound disks of the Steam Age, three good ones to start with are *Steam in Colorado* (with five railroads participating, $5); *Great Moments of Steam Railroading* (which is one of the most varied record of its kind ever made, $5.50), and *Memories in Steam* (all-Southern Pacific, $5). These three were produced by Mobile Fidelity Recording Co., 915 Hollywood Way, Burbank, Calif.

A brand new one, *Rio Grande Narrow Gauge*, combines nostalgia with technical excellence and has an exceptional appeal for n.g. fans. One side was made on a 1958 excursion of the Rocky Mountain Railroad Club, with the club's and the railroad's cooperation.

"This is an on-the-train recording," writes David G. Swindells. "We set up a microphone on the rear of the tender, connecting it by a long cable to the recorder in the baggage car. It was a time-consuming job, involving work with two recorders, interconnected, but it paid off. After each selection and trimming, we blended the various sequences skillfully together so that no obvious splicing or joints would distract the listener.

"You can follow each sequence with your watch from the timings printed on the jacket. Most of the voices you hear belong to the engine crew and a Rio Grande special agent."

For sheer pleasure, we suggest *Rio Grande Narrow Gauge*. It takes you on a steam-powered fantrip. You note the starts, stops, whistles, bridges, grades, and tunnels. A water stop is recorded in its entirety. On the reverse side are sounds of n.g. freight and passenger trains. The jacket is beautifully illustrated. This new record, like *Rods, Wheels and Whistles*, sells at $4.95. Both were produced by North Jersey Recording Associates, P.O. Box 2, Maplewood, N. J.

Another good one is *Steam in Twilight* (NP locos in action), a new release, Puget Sound Ry. Historical Asso., 3008 Harvard Ave. N., Seattle, Wash., priced at $4.95, including booklet on NP motive-power history. (More details in next issue.)

The six disks mentioned here could become the backbone of a large and satisfying collection. ●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A RAILROAD classic, copyright 1909 by Popular Publications, Inc.

# Campbell's Wedding Race

*Harry Bedwell's First Railroad Story — We Published It Originally in* 1909 *When the Author Was a Young Boomer Telegrapher, Cocky and Adventurous, With the Whole World at His Feet*

BRUCE CAMPBELL was mad. He stood by the window, denting the cupboard with short, vicious kicks, and scrutinized the unpainted roofs of the little town that nestled under a sagebrush hill. Then he turned abruptly.

"Isn't there anything, I could do about it, Tom?" he asked.

Tom Racey was the first-trick dispatcher, a lean, wiry man wearing thick glasses, who sat at a table near the other window. Tom completed an order before answering. Then he said:

"You *could* postpone the wedding. Send the girl a wire. Tell her you can't make it today."

"Don't be a damn fool!" Bruce snapped.

He didn't want that kind of advice. All arrangements had been made for him to marry Nellie, the blue-eyed and redheaded daughter of Angus McDonald, master mechanic, at eight o'clock that night in Junction City, where the McDonald's lived—all arrangements, that is except the little matter of how to get there in time for the ceremony.

Junction City was a hundred miles away. The spidery black fingers of the Seth-Thomas wall clock pointed to 12:30 noon and he was still stuck in this jerkwater burg of Farnham.

"I've got it!" the dispatcher said.

**The master mechanic was a huge man, towering above the tall Bruce Campbell. "Ye've ruined my engine," he mourned.**

Illustration by Joe Easley

"You could wed her by proxy. I've heard of telegraph marriages."

"So have I," Bruce said curtly, "and telegraph honeymoons. No, that's out," He studied the clock. "I could still make it if they give me a break."

Bruce Campbell was an extra passenger engineer, a big rawboned fellow with sandy hair and powerful muscles. The day before, he had requested two weeks' layoff for the wedding and honeymoon. But the division was short of runners. The trainmaster had begged him to pull a train to Farnham, promising that he'd reach Junction City in time for the wedding.

But the TM had not counted on Number 9 trying to knock little Squaw Mountain off the map. Nine's sharp nose had gone about two feet into the side of Little Squaw before it stopped. When the smoke cleared away it was found that the engine and three cars had been derailed and about one hundred yards of track torn up. This, of course, blocked traffic for some time.

That morning Bruce went down to the dispatcher's office and demanded in no gentle tone why he hadn't been called to go out. On learning the story of Number 9 and the dispatcher's verdict that the track could not be repaired for hours, the tall young hogger blew his top. It was no way to run a railroad.

He deluged the Junction City telegraph office with messages to Nellie. Between the sending of urgent wires he paced the dispatcher's office like a caged panther. There were no trains going to Junction City, and he watched the hands of the clock creep inexorably toward the wedding hour.

The chief came out of his office and leaned over the train-sheet. "How are they getting along at the wreck?"

"They've got a shoo-fly built almost around it," said Tom, "and trains should begin to run late this afternoon."

"We'd better call a crew for that extra east," the chief decided, with his eyes still on the train-sheet. "Extra 1127. They'll be ready for her about the time she gets there. Who's next up?"

Bruce swung around. "I am," he said joyously. "Call me for the extra east."

"I wish you'd stop bothering me, Campbell," said the chief. That wedding of yours can wait. You're a passenger engineer. You're not running freight."

In a quick stride Bruce crossed the room and gripped the chief's shoulder. "You can call me for that freight." His voice rose almost threateningly. "I'm an extra passenger and you've got to call me if I say so."

The chief thought a moment. "Okay, take the freight train, but don't blame me if you're held up."

BRUCE turned to Racey. "Tom," he growled, "I'm taking Extra 1127 to J.C. faster than any freight has ever gone there, and if you lay me out any, there'll be trouble when I get back."

He stamped to the door, went downstairs, and cornered the callboy in the baggage room.

"They want you to call a freight crew in a rush," he said. "I'm pulling a Extra 1127 east, and if you get the rest of 'em around here within half an hour I'll buy you enough cigarettes to kill you in a month."

Bruce strode down into the yard, where a switching crew was slowly making up the train. He knew better than to try to order these men about, so he swallowed his wrath and called out cheerily:

"Get a move on, fellows, and there'll be a keg of cold beer for you in Mother Monohan's woodshed some night with my card over the stopper."

The switchmen winked, the engineer grinned, and the yard goat suddenly took on new life. Bruce disappeared inside the roundsouse, where he found a lazy hostler trying lanquidly to make steam in a consolidation freight engine.

"Oh, hell!" he groaned. The big boiler was set on little wheels, looking so topheavy that it might fall over. "I forgot I'd have to take an 100 class locomotive on freight."

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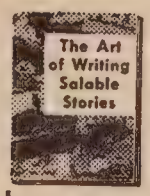


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He climbed into the cab. Snatching the shovel from the perspiring hostler, he pushed the man aside, and said:

"Get out of here, you farmer!"

The hostler slid from the cab into a pile of hot ashes, only to spring to his feet again instantly.

Just then the conductor came out of the freight office with a handful of bills and began checking off the car numbers on his trainbook as he walked slowly down the long train.

Bruce backed his engine down onto the string of cars. A brakeman made the coupling and connected the air. Bruce swung down from the cab and looked over the 2-8-0 in feverish haste. Then, seeing the conductor sauntering lazily down the length of the train, he roared:

"We haven't got a week to make this trip. I'm in a hurry."

The skipper looked up briefly into his excited face and then continued checking off the car numbers without saying a word. But he increased his speed perceptibly, for he knew that to anger Bruce Campbell further would invite disaster.

When they reached the end of the train, he closed his book, with the waybills folded carefully inside, and remarked:

"Better get the orders, hadn't we?"

Bruce nodded approval. He did not trust himself to speak.

They crossed the yards and climbed the stairs to the dispatcher's office. Racey tore off the tissue orders and handed a copy to each. The two men took the flimsies, and the conductor read them over aloud.

"Now, Bruce," Tom said coolly, "I don't want you tearing up the track with a phenomenal run. We've got one 1100 class engine in the ditch now and it will take two derricks to get her out."

Bruce snapped: "How do you expect me to make time to Junction City with that drag? You've given us three hundred tons more than the rating calls for."

"Oh," said Tom, "so you think this is a pleasure trip?"

It seemed for a few seconds that Bruce was going to do bodily harm to the dispatcher, but he turned, muttered something under his breath, and stamped heavily from the room, across the yards, and into the cab.

He tested the air and yanked the whistle cord. Then, as the conductor gave a lanquid signal, he started the train with a vicious jerk that bounced the little caboose like a rubber ball.

Bruce glanced back over the long drag in a feeling of exaltation, but suddenly shut off the steam with a yell as the air-brakes clamped the wheels. In starting he had pulled out a coupling, and the train had parted!

HE JUMPED to the ground and rushed back to see what had happened. There on the ground lay the drawbar, and a gaping hole in the car showed that the car could not be taken along.

The conductor came forward and glared malevolently. "I see you've got us off to a fast start."

"We'll have to kick her in the bad-order spur and leave her," said Bruce, as he turned on his heel and strode back to the engine.

Quickly the disabled car was switched out. The train was coupled up and this time Bruce started with more caution. As they rattled over the last switch and swung out into the open country, he glanced at his watch.

*Accident number one,* he thought, *and it's* 1:45. *We'll sure have to ramble. Anyhow, that car makes us lighter.*

"Budd," he called to the fireman, "this is my wedding march and I'm going to make it a record-breaker!"

The engine rocked and reeled as they gathered speed. The fireman's eyes opened wider and wider. When he could stand the excitement no longer, he moved over to the engineer's side clutched Bruce by the sleeve, and shouted hoarsely in his ear:

"Slow down, man! This 1100 class hog will fall over if you don't."

Bruce gave the fireman a withering glance and thrust his head out of the window without speaking.

The fireman, still goggle-eyed, slid down into the gangway. Bracing himself, he took up a shovelful of coal, swung open the firebox door, and threw the fuel at the blazing furnace with all his might. But just as he threw it, the door seemed to dodge to one side, sending the coal high over the boilerhead, and spraying the engineer.

Bruce took his eyes off of the track long enough to glare at the astonished fireman. The latter took up another shovelful of black diamonds and braced himself again. He was not to be fooled twice. So he waited until he was sure of his mark, then heaved the coal at the firebox with all his might.

This time he expected to see the door dodge him again. When it didn't, he was taken by surprise and let the scoop itself go in the furnace with the coal.

Not sure just what had happened, he stood for some time gazing vacantly at his empty hands, then at the crackling fire. When he did comprehend the dread truth, most of his shovel had already gone curling out of the smokestack.

Again he clutched at the engineer's sleeve, and this time his face was white with horror. "I've thrown the shovel into the firebox!" he shouted in Bruce's ear.

Bruce mechanically reached for his watch. "Accident number two," he said. "There's bound to be a third delay somewhere along the line."

THE FIREMAN stumbled back into the gangway and set to work throwing coal into the firebox with his hands! There was not another shovel on the train that he knew of and he had no chance to get one until they reached the first stop. It was tough, but what could you do?

The train rushed on at crazy speed, taking the hills with a swish and seeming to fall down on the other side. A brakeman tried to walk forward over the top. He gave up before he had crossed the first car, and crawled back. The little caboose was rocking like a ship in a gale but it was a safer place than on top of the boxcars.

*I'll pay Campbell for this when we get to Little Grade,* the conductor thought, when the caboose stayed in the air longer than usual. I

*don't care if he is gonna be the mechanic's son-in-law.*

The fireman still toiled at throwing coal into the furnace by hand, but he had to keep the door open so much of the time that it was doubly hard to keep up steam. Nevertheless, the engineer opened the throttle wider.

Blind sidings and the telegraph offices flew by in quick succession, and at every point there was a clear signal. They were out of the hills now, and the desert lay before them, with the track straight and level and glinting under the hot sun. There were no trains to wreck.

Miles reeled off in quick succession. The fireman became almost frantic with the heat and his cramped position. But Bruce sat stolidly immovable on his seat, his eyes over on the track ahead, and he kept the throttle open wide.

Afternoon shadows were beginning to lengthen when they pulled into Little Grade, with half the journey behind them. Here they would take on coal and water and get new orders.

Bruce stopped his engine at the coal chute with a master hand. The fireman climbed wearily to the top of the tender and let down the door of a chute. The rush of coal, only half-filled the tender.

"What's the matter up there?" called out. "Why haven't you got this chute full of coal?"

"Gotto no coal up here," the Italian foreman answered. "No eng to putta it up."

Bruce moved to the next chute and this time the coal deluged both tender and cab. The fireman climbed into the chute, picked up a shovel, and threw it onto the tender. The Italian stared in bewilderment, but the fireman cared little so long as he had the prized scoop.

"I'll go back and get the orders," said Bruce as he jumped out.

Halfway to the depot, he spied the trainmen entering the lunch counter of the company hotel.

"Hey, there, you hay-pitchers!" he yelled angrily. "Where do you think you're going? We're only two hours and a half out of a division point. Why didn't you eat before you started?"

"Didn't have time," the conductor said coldly. "We were called on short notice, you know."

BRUCE ground his teeth and strode into the telegraph office, to meet another shock.

"You fellows will have to put up coal,' 'the operator informed him.

"Who says so?" Bruce demanded.

"Why, why, the dispatcher," said the op. "Yours is the first engine in here since the coal ran low and there'll be a bad delay to the trains already held up if they come down here in a bunch from the wreck and lnd there's no coal."

"Tell him our 2-8-0 can't go onto the chute."

"He says you can leave enough cars between the engine and the cars you put up to keep your old girl off the chute."

The engineer groaned. "Hell's bells!"

His chance of reaching Junction City for the marriage to blue-eyed Nellie at eight o'clock was fading by the minute. He sprinted down the track to where his rusty old Consolidation stood wheezing and puffing. By this time the locomotive watchman had cleaned the ashpan and was seated in the cab listening to the excited fireman's account of their ballast-scorching run.

Bruce choked down his wrath. "Fellows," he said calmly, "we've got to put some coal up, and the train crew has gone to eat. We three can do the job in no time if you'll get the lead out of your pants, and I'll make it worth your while."

"Okay, Campbell," said the watchman. "I'll be a brakeman. Let's go!"

He and the fireman clambered back over the train and cut off six cars. Bruce ran her down to the coal spur, where the acting brakeman coupled on five cars of black

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diamonds. Then they backed up to the chute. They coupled on the five empty cars that were on the incline and shoved them in on a siding. Again they backed up to the chute, this time with greater seped, and the cars of coal mounted the incline to the shed.

Bruce was still sore because the trainmen had taken advantage of him, so he did not observe his usual caution. The cars mounted faster than he'd expected, and the last one was just entering the shed before he slackened speed.

Then his two helpers came racing out of the shed over the cars, waving frantically for him to stop. He applied the air, but the men had failed to connect it. Before he could stop, two cars of coal plunged over the other end of the chute and flattened out on the ground thirty feet below.

The coal-heavers tumbled out of the shed and scattered in every direction. Bruce grinned acidly as he released the engine and shot down to the level track. The fireman opened the switch, Bruce backed down to the train. He plucked out his watch and studied it.

"Four-thirty," he muttered, "and delay number three!"

THE TRAIN CREW sauntered back from lunch, wiping their lips, and soon the delayed extra east was on its way again. This time the fireman had the shovel tied to his wrist, determined no to lose it again.

A few miles of level track lay before the mountains and they took them with a rush. By the time they struck the heavy grades the flues were leaking badly and the steam gage showed a gradual lessening of pressure. At length Bruce drew the throttle wide open and turned to his fireman savagely.

"Can't you keep her hot?"

"You're working her too hard," came the reply. "The flues are leaking."

Bruce slid down from his seat and peered into the firebox, Water was dripping onto the fire. Hissing drops weakened the flames.

"Hell's bells!" he growled, and thought a moment. "Wish we had some bran."

"I believe," said the fireman, "that the car next to the head one is loaded with bran. I saw the advertisement on the side of the car, but you can't get it, going at this rate."

"Get up there on my seat and run her till I come back. Don't slow down unless it's around a curve!"

"Okay," said the fireboy.

Bruce climbed swiftly over the coal, wabbled across the car, slid partway down the brake-rod between the rocking, swaying cars, and balanced himself on the only step within reach. The end door was sealed with a tin seal and was cleated.

He gripped the seal and jerked it loose. Then, half braced, half balanced, he kicked straight down at the cleat with all his might. He knew that to miss it might overbalance him and send him down to death, so each kick was well aimed. Four times he struck straight down with all his might. At length the cleat gave way and dropped to the track beneath.

He stopped to breathe. Then, leaning far down, holding only by one hand, he seized the door catch and pulled it open.

Just as he did so, the cars swayed apart in opposite directions and wrenched loose his hold. The young engineer balanced dizzily on the step a moment and swung downward. A sickening fear tore at his vitals, but with a catlike turn he managed to light feet foremost on the bumpers. There he clung for some time to regain his lost breath and quiet his nerves.

SACKS of bran filled the open car door. He ripped one open with his knife. A stream of bran followed. Taking off his jacket, he made a bag of it. Then, after holding it under the stream until it was full, he bound the top tightly with the sleeves.

Three feet below, death nipped at his heels, but Bruce wasn't thinking of that. He was thinking of Nellie's auburn hair, her bright blue eyes and full breasts and eager lips. Those treasures would be his, and his alone, after eight o'clock that night.

Closing the car door and taking the bran in his teeth, he swung out to the side of the car and climbed to the top. He edged his way across the length of it again, over the coal, and into the cab.

Soon he was pouring livestock feed into the boiler. This stopped the leaking somewhat. The needle on the steam gage began climbing to its accustomed place. But now they were nearing the scene of the wreck and had to take siding and wait until the liberated trains passed.

There was an agonizing delay of twenty minutes until the first train showed up. Bruce put in the time pacing the track, cursing the waste of time and wondering what Nellie was doing at that moment.

Then came another wait of fifteen minutes before all the trains were clear. By that time he was fit to be tied.

He rushed out of the siding at great speed, nearly leaving behind the brakeman who closed the switch. But by this time the train crew were getting used to fast running. Bruce's reckless pace no longer frightened them.

Only when they came to the wreck scene did he case up, and even here he extended the speed limit to such an extent that the section men standing near the track moved away to a safe distance as the cars thundered by.

DARKNESS settled down at six o'clock. There was no moon. The headlight burned badly and threatened to go out altogether. But there was no stopping to repair it.

One brakeman, who had taken a drink too many when they stopped at Little Grade, now climbed out of the caboose and over the top of the train to a seat on a brake-wheel, his lantern proclaiming his presence. It was a dangerous perch.

Bruce did not see this man for some time, not until they had passed the last telegraph office before entering Junction City. Happening

to glance back, he was the lantern suddenly shoot high in the air, drop to one side, and go out.

At about the same instant there came a jar of tightening air-brakes that hurled Bruce through the cab window. He turned over two or three times in his flight through the air and finally lit on loose soil beside the track.

For a few moments he lay still, partly stunned. Then he sat up and looked about. He saw the engine a few yards ahead of him, standing motionless. Farther along he could see a break in the train and a dark mass at the side of the right-of-way, which he thought must be derailed cars.

Painfully he got to his seat and hobbled toward the rear of the train. He was not badly hurt, merely scratched, bruised, and stunned. He remembered having such a tight grip on the throttle that when he went out the window it was closed before his hand wrenched loose.

Light appeared toward the end of the train as trainmen came running forward. Bruce hobbled toward them but was stopped by overturned boxcars. He sat down on the trucks of one of them, wondering where in hell his fireman was and trying to piece together the connection between this wreck and the slim, enticing figure of the master mechanic's daughter.

He had forgotten the brakeman whose lantern he had seen go over with the wrecked boxcars, but remembered him now as he heard a groan from somewhere out in the darkness.

The conductor and one brakeman have in sight, flashing their lanterns on the wreck. At the sight of Bruce Campbell they spoke softly in awed tones as though looking on a ghost, and the skipper asked:

"How did *you* get here?"

"I fell out," said Bruce. "How many cars are off the track?"

"About five or six. Where's my head brakeman?"

Another groan from the darkness and all three men walked in the direction of the sound. They found the brakeman stretched out on his back in the sand. He sat up and blinked at the light.

"Give me a drink," he begged, looking around in a puzzled way. "What happened? am I dead?"

"No," said the conductor, "but this ballast-scorching hogger put us in the ditch and damn near killed us all. How do you feel?"

THE BRAKEMAN felt his left shoulder tenderly. "My wing's broke," he said, and scrambled painfully to his feet. Then the fireman appeared. They all walked around the wreck, counting the derailed cars.

"I count five off the track," said the conductor. "Three cars more, and the caboose would have gone. This means plenty of trouble for someone."

The young engineer straightened. "I'm going to take what's left of this train to Junction City now," he said. "There's no telegraph office between here and the Junction, so I'll run along in and head the wrecker out to you."

He hobbled toward his engine, followed by the fireman.

"Your wedding march almost turned into a funeral procession," the fireman croaked as they climbed into the cab.

Bruce gritted his teeth and opened the throttle. The fireman plucked at his sleeve as the engine started.

"You'll have to hurry, or we won't make it," he yelled. "The flues are leaking again."

The hogger grinned sourly.

"Oh, we'll hurry, all right!"

As the old Consolidation forged ahead, Bruce glanced at his watch.

"Seven-twenty," he muttered. "This is delay number four. I wonder, will there be any more?"

Slowly the remnant of Extra 1127 pulled into Junction City and stopped before the yard office. The old mill was leaking badly again, making a puddle of water beneath her. The needle of the steam-gage showed but little steam and this was fast decreasing.

Bruce climbed stiffly from the cab and made his way toward the open door of the yard office, where Angus McDonald stood looking cri-


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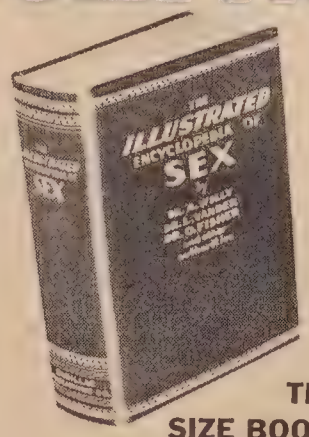


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tically at the engine. The master mechanic was a huge man with a walrus mustache, towering above even the tall Bruce Campbell. Bruce was begrimed with coal dust, his face streaked with blood, and over all a liberal coat of bran making him almost inrecognizable.

"You've ruined my engine!" mourned Mr. McDonald. "Look at her! She's leakin' so fast she'll be dead before we can get her into the shops."

Bruce spoke in a choked voice. "Call the wrecker and get 'em out right away! I put five cars of merchandise into the ditch at Millpost 438." Then he asked his future father-in-law, "Where's Nellie?"

Mr. McDonald gasped in astonishment. "Bless my soul, it's Bruce Campbell! I dinna recognize ye, mon. We thought ye was tied up at Farnham."

"Where's Nellie?" Bruce repeated.

"Nellie? Why, she—why, ye wired that ye wouldn't get out of Farnham and we postponed the weddin'. I think the bairn has gone to a cinema at the Bijou. Why didn't ye wire us when ye left town?"

"I forgot," Bruce said weakly, and sank upon the step that led to the master mechanic's office. Automatically his hand sought his watch pocket. "Seven fifty-seven. This is delay number five." Then he stood up abruptly. "The Bijou, did you say?"

The official nodded.

"After you've called out the wrecker," Bruce said in a low firm tone, "I wish you'd hike back home and get ready for the wedding. Pick up the minister as you go by."

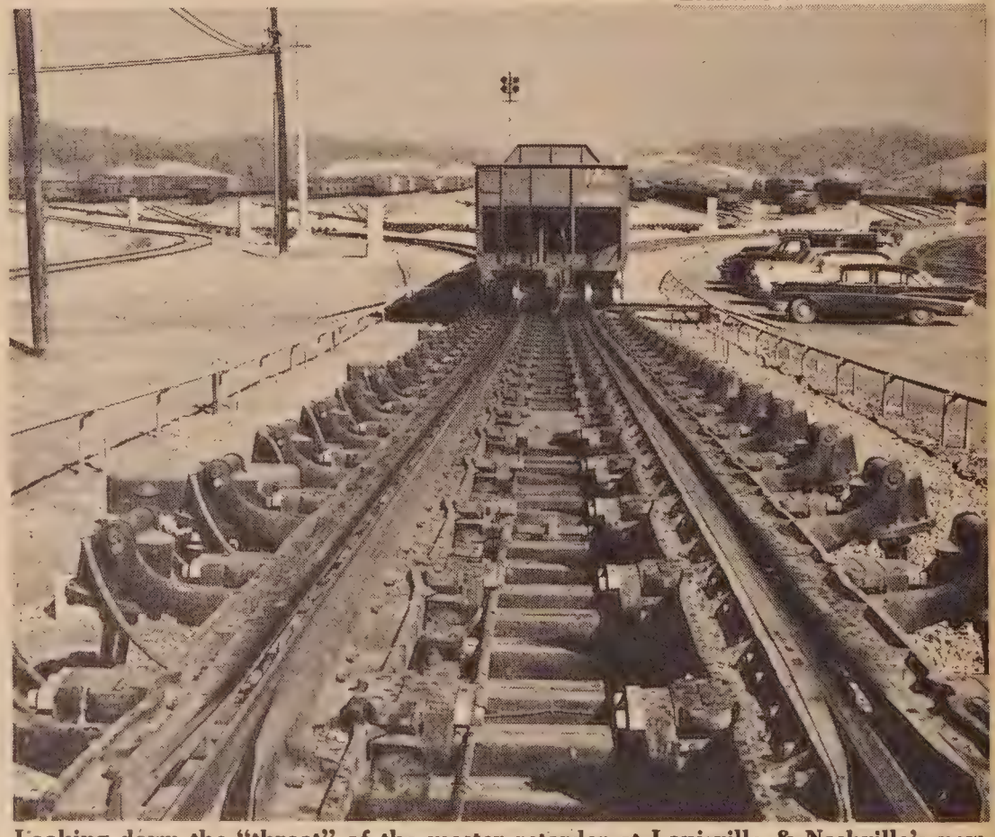
"That I will," said Mr. McDonald with a broad grin, "and what will ye be doin'?"

"Me? I'm heading for the theater to get Nellie. I'm going to marry her this night."

The big blond engineer strode off toward the winking bright lights of Main Street with a step which had suddenly lost its limp.

Just before he reached the Bijou he heard the lugubrious wail of the wrecking whistle. ●

Louisville & Nashville Railroad



**Looking down the "throat" of the master retarder at Louisville & Nashville's new, automatic, freight-classification setup, Boyles Yard, three miles north of downtown Birmingham, Ala., we see a car on its way to group retarder and assigned track. This 250-acre yard, costing $12 million, is 4.8 miles long and contains 95 miles of track. It was opened last January 20, replacing L&N facilities 51 years old.**

Ted Malott, 2623 N. Hampden St., Chicago, Ill.

The North Western's depot at Madison Street, Chicago, cleaned up to look like new.

# Chicago & North Western System

***Roster compiled by Sy Reich***

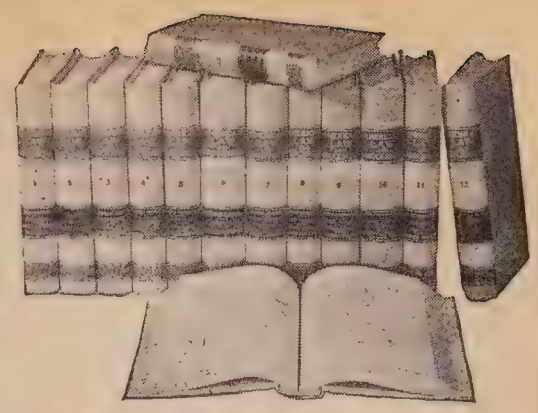
## STEAM LOCOMOTIVES

| Class | Road Nos. | Tr. Eff. | Weight | Dri. | BP | Cyls. | Bldr. | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| **4-6-0 (Ten-wheeler) Type** | | | | | | | | | |
| R-1 | 175,1385 | 30,900 | 326,500<br>308,000 | 63 | 200 | 21 | Alco | 1908,'07 | 17 |

## DIESEL-ELECTRIC LOCOMOTIVES

| Road Nos. | HP | Builder | Bldr's. Model | Whl. Arrgt. | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|
| 401-405 | 358 | Whitcomb | None | B-B | 22,000 | 88,000 | 1941,'3 | |
| 408-410 | 380 | Whitcomb | None | B-B | 22,450 | 89,800 | 1945 | |
| 801 | 800 | GM-EMD | SW-8 | B-B | 57,750 | 231,000 | 1952 | |
| 901 | 900 | GM-EMD | NW-1 | B-B | 63,500 | 254,000 | 1940 | 4 |
| 1000-1002 | 300 | AGEIR | None | B-B | 32,500 | 130,000 | 1926,'7 | 2 |
| 1003-1015 | 1000 | Alco-GE | S2 | B-B | 57,500 | 230,000 | 1942,'4,'7 | |
| 1025-1035 | | | | | | | | |
| 1083-1092 | | | | | | | | |
| 1018-1022 | 1000 | BW | DS 4-4-1000 | B-B | 57,500 | 230,000 | 1949 | |
| 1024 | 1000 | Baldwin | VO | B-B | 60,000 | 240,000 | 1944 | |
| 1037-1047 | 1000 | Baldwin | VO | B-B | 60,000 | 240,000 | 1945-'6 | 3 |
| 1048-1055 | 1000 | FM | ALT 100.6a | B-B | 60,000 | 240,000 | 1946-'8 | |
| 1082 | | | | | | | | |
| 1056-1062 | 1000 | FM | ALT 100.6a | B-B | 62,000 | 248,000 | 1949 | |
| 1063-1065 | | | | | | | | |
| 1070 | 1000 | FM | ALT 100.6a | B-B | 61,200 | 245,000 | 1949-'50 | |
| 1066-1069 | 1000 | Alco-GE | S2 | B-B | 61,000 | 244,000 | 1953 | s |
| 1071-1072 | 1200 | FM | H12-44 | B-B | 61,750 | 247,000 | 1950 | |
| 1073-1076 | 1200 | BLHW | S-12 | B-B | 58,875 | 235,500 | 1951 | |
| 1077-1079 | 1000 | Alco | S4 | B-B | 53,125 | 232,500 | 1955 | |
| 1080-1081 | 1000 | Alco-GE | RS-1 | B-B | 60,000 | 240,000 | 1944 | |
| 1093-1099 | 1000 | Alco-GE | S2 | B-B | 58,075 | 232,300 | 1951 | |
| 1101-1105 | 1200 | GM-EMD | SW-9 | B-B | 61,825 | 247,300 | 1952 | |
| 1106-1109 | 1200 | BLHW | S-12 | B-B | 59,750 | 239,000 | 1952 | |
| 1110-1113 | 1200 | FM | H12-44 | B-B | 61,850 | 247,400 | 1952 | |
| 1114-1116 | 1200 | FM | H12-44 | B-B | 61,625 | 246,500 | 1953 | |
| 1117-1121 | 1200 | BLHW | S-12 | B-B | 60,125 | 240,500 | 1953,'4 | |
| 1126-1128 | | | | | | | | |
| 1122-1125 | 1200 | GM-EMD | SW-9 | B-B | 61,750 | 247,000 | 1953 | |
| 1200 | 600 | AGEIR | None | B-B | 54,000 | 216,000 | 1930 | 2 |
| 1201 | 600 | GM-EMC | SW | B-B | 51,500 | 206,000 | 1939 | 4 |
| 1202-1204 | 660 | Alco-GE | S1 | B-B | 49,750 | 199,000 | 1940-'2,'4-'6 | |
| 1206,1213 | | | | | | | | |
| 1223-1236 | | | | | | | | |
| 1247-1258 | | | | | | | | |
| 1205 | 650 | Whitcomb | None | B-B | 40,000 | 160,000 | 1942 | |
| 1207-1212 | 600 | GM-EMD | SW-1 | B-B | 49,000 | 196,000 | 1942 | |
| 1214,1215 | | | | | | | | |
| 1237-1246 | 660 | Baldwin | VO | B-B | 49,750 | 199,000 | 1945 | 5 |
| 1259-1261 | 660 | BW | DS 4-4-660 | B-B | 50,100 | 200,500 | 1949 | |
| 1262-1267 | 660 | Alco-GE | S1 | B-B | 48,775 | 195,100 | 1951 | |
| 1268-1270 | 600 | GM-EMD | SW-1 | B-B | 49,250 | 197,000 | 1953 | |
| 1272,1273 | | | | | | | | |
| 1271 | 600 | GM-EMD | SW-1 | B-B | 49,750 | 199,000 | 1953 | |
| 1274-1279 | 600 | GM-EMD | SW-1 | B-B | 49,375 | 197,500 | 1953 | |
| 1280-1281 | 600 | GM-EMD | SW-600 | B-B | 49,750 | 199,000 | 1954 | |
| 1500-1502 | 1500 | BW | DRS 6-6-15 | C-C | 71,900 | 287,600 | 1948 | |
| 1503 | 1500 | Alco-GE | RS-2 | B-B | 62,500 | 249,600 | 1948 | |
| 1504 | 1500 | BW | DRS 6-4-15 | AIA-AIA | 49,175 | 275,100 | 1948 | |





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## Miscellaneous Notes

Roster compiled from data supplied by Publicity Manager of C&NW and is accurate as of October 22, '58. C&NW and CSPM&O diesels are painted green and yellow with contrasting lettering, black underbody and red, white, and black insignia. Litchfield & Madison diesels are painted black with white lettering.

(1) L&M bought Jan. 1, '58. Ownership of diesels acquired at that time.
(2) Scrapped.
(3) 1037, 1038, 1040, 1042, 1043, 1046 rebuilt by GM-EMD. New tractive effort 61,500, new weight 246,000 pounds.
(4) Converted to booster unit. Booster units BU-1 and BU-2 built 1956 and '57, wheel arrangements B-B, tractive effort 61,175 and 60,425, weight 244,700, and 241,700 pounds respectively.
(5) 1242 rebuilt by GM-EMD, tr. eff. 57,425, weight 229,700, 900hp.
(6) 1518-1520 purchased second-hand from GM-EMD.
(7) 1526, 1548 parent units of BU-1 and BU-2.
(8) 1674-1683, first line weight with 700 gallons fuel oil and without dynamic brakes and ballast. Second line with 1200 gallons fuel oil and dynamic brakes and ballast.
(9) 1686-1688 are s.
(10) With water ballast.
(11) Rebuilt from FT A built in 1945.
(12) Rebuilt from FT B built in 1945.
(13) 4056A,B,C-4066A,B,C sold to GM-EMD in 1957-58 and rebuilt into GP-9A's nos. 1725-1756 and others not yet delivered.
(14) Bought second hand from Alco-GE, ex 1603A, 1603D.
(15) Bought second hand from Alco-GE, ex 1603B, 1603C.
(16) 5007B scrapped.
(17) These are stored.

Chicago & North Western Railway

Jointly-owned C&NW-Union Pacific diesel (later rebuilt by UP) is taking the pre-war *City of Denver* into depot shown on page 61.

Remember the days when the C&NW had an "open-air" roundhouse at Superior, Wis.?

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1505-1509 | 1500 | BW | DRS 6-6-15 | C-C | 73,100 | 292,300 | 1949 | |
| 1510-1514 | 1600 | FM | H16-66 | C-C | 71,750 | 287,000 | 1951-'2 | |
| 1605-1612 | | | | | | | | |
| 1515-1517 | 1600 | Alco-GE | RSD-4 | C-C | 69,720 | 278,860 | 1951 | s |
| 1518,1519 | 1500 | GM-EMD | GP-7 | B-B | 63,750 | 255,000 | 1950,'2 | s,6 |
| 1556 | | | | | | | | |
| 1520 | 1500 | GM-EMD | GP-7 | B-B | 63,050 | 252,200 | 1950 | s,6 |
| 1521-1524 | 1500 | GM-EMD | GP-7 | B-B | 63,000 | 252,000 | 1951 | s |
| 1525-1550 | 1500 | GM-EMD | GP-7 | B-B | 60,000 | 240,000 | 1951 | 7 |
| 1551-1555 | 1600 | Alco-GE | RS-3 | B-B | 61,300 | 245,230 | 1951 | |
| 1557-1559 | 1500 | GM-EMD | GP-7 | B-B | 61,500 | 246,000 | 1952 | |
| 1562-1574 | | | | | | | | |
| 1560-1561 | 1600 | BLHW | AS-616 | C-C | 71,750 | 287,000 | 1952 | |
| 1575-1599 | 1500 | GM-EMD | GP-7 | B-B | 61,000 | 244,000 | 1952 | |
| 1601-1603 | | | | | | | | |
| 1604 | 1600 | BLHW | AS-616 | C-C | 72,375 | 289,500 | 1952 | |
| 1613-1618 | 1600 | Alco-GE | RS-3 | B-B | 61,775 | 247,100 | 1952 | |
| 1619-1620 | 1600 | Alco-GE | RSD-4 | C-C | 71,000 | 284,000 | 1952 | s |
| 1621-1624 | 1600 | Alco-GE | RS-3 | B-B | 61,375 | 245,500 | 1953 | |
| 1625-1635 | 1500 | GM-EMD | GP-7 | B-B | 60,750 | 243,000 | 1953 | |
| 1641-1649 | | | | | | | | |
| 1636-1640 | 1500 | GM-EMD | GP-7 | B-B | 64,375 | 257,500 | 1953 | s |
| 1650-1658 | 1500 | GM-EMD | GP-7 | B-B | 64,875 | 259,500 | 1953 | s |
| 1659 | 1500 | GM-EMD | GP-7 | B-B | 64,125 | 256,500 | 1953 | s |
| 1660 | 1500 | GM-EMD | SD-7 | C-C | 77,250 | 309,000 | 1953 | s |
| 1661-1664 | 1500 | GM-EMD | SD-7 | C-C | 74,375 | 297,500 | 1953 | |
| 1665-1667 | 1600 | Alco-GE | RSD-5 | C-C | 71,750 | 287,000 | 1953 | |
| 1668-1673 | 1600 | FM | H16-66 | C-C | 71,500 | 286,000 | 1953 | |
| 1674-1683 | 1600 | FM | H16-66 | C-C | 74,125 | 298,500 | 1954 | 8 |
| | | | | | 80,100 | 320,400 | | |
| 1684-1688 | 1600 | Alco-GE | RSD-5 | C-C | 74,500 | 298,000 | 1954 | 9 |
| 1689-1690 | 1600 | Alco-GE | RSD-5 | C-C | 74,000 | 296,000 | 1954 | s |
| 1691-1693 | 1600 | FM | H16-66 | C-C | 81,188 | 324,750 | 1955 | s |
| 1694 | 1600 | FM | H16-66 | C-C | 79,050 | 316,200 | 1955 | |
| 1695 | 1600 | FM | H16-66 | C-C | 78,900 | 315,600 | 1955 | |
| 1696-1699 | 1600 | FM | H16-66 | C-C | 73,750 | 295,000 | 1955 | |
| 1700 | 1600 | FM | H16-66 | C-C | 80,325 | 321,300 | 1955 | s |
| 1701-1702 | 1750 | GM-EMD | SD-9 | C-C | 76,875 | 307,500 | 1954 | 10 |
| | | | | | 74,500 | 298,000 | | |
| 1703-1710 | 1750 | GM-EMD | SD-9 | C-C | 82,250 | 329,000 | 1954 | s |
| 1711-1715 | 1750 | GM-EMD | GP-9A | B-B | 64,875 | 259,500 | 1954 | s |
| 1716-1718 | 1750 | GM-EMD | GP-9A | B-B | 64,950 | 259,800 | 1955 | s |
| 1719-1720 | 1750 | GM-EMD | GP-9A | B-B | 64,050 | 256,200 | 1955 | s |
| 1721-1724 | 1750 | GM-EMD | SD-9 | C-C | 82,425 | 329,700 | 1955 | s |
| 1725-1726 | 1750 | GM-EMD | GP-9A | B-B | 63,050 | 252,200 | 1957 | 13 |
| 1727-1729 | 1750 | GM-EMD | GP-9A | B-B | 63,250 | 253,000 | 1957 | 13 |
| 1730-1732 | 1750 | GM-EMD | GP-9A | B-B | 63,525 | 254,100 | 1957 | 13 |
| 1733-1736 | 1750 | GM-EMD | GP-9A | B-B | 63,425 | 253,700 | 1957 | 13 |
| 1737-1739 | 1750 | GM-EMD | GP-9A | B-B | 63,600 | 254,400 | 1957 | 13 |
| 1740-1742 | 1750 | GM-EMD | GP-9A | B-B | 63,375 | 253,500 | 1957 | 13 |
| 1743-1756 | 1750 | GM-EMD | GP-9A | B-B | 63,430 | 253,720 | 1957,'7 | 13 |
| 1901-1906 | 1600 | FM | H16-66 | C-C | 74,650 | 298,600 | 1956 | |
| 2000L-2001L | 1000 | | | | 62,000 | 248,300 | | |
| 2000T-2001T | 1000 | GM-EMD | TR-2 | B-BxB-B | 61,000 | 244,000 | 1949 | |
| 4051A-4054A | 1500 | GM-EMD | FP-7 | B-B | 65,100 | 260,400 | 1955 | s,11 |
| 4051B-4054B | 1500 | GM-EMD | F-7B | B-B | 61,000 | 244,000 | 1955 | s,12 |
| 4051C-4054C | 1500 | GM-EMD | F-3A | B-B | 58,500 | 234,000 | 1947 | |
| 4055A-4066A | 1500 | GM-EMD | F-3A | B-B | 59,000 | 236,000 | 1947 | 13 |
| 4055C-4066C | | | | | | | | |
| 4055B-4066B | 1500 | GM-EMD | F-3B | B-B | 56,750 | 227,000 | 1947 | 13 |
| 4067A-4071A | 1500 | GM-EMD | F-7A | B-B | 59,250 | 237,000 | 1949 | |
| 4067C-4071C | | | | | | | | |
| 4067B-4071B | 1500 | GM-EMD | F-7B | B-B | 58,000 | 232,000 | 1949 | |
| 4072A-4073A | 1500 | GM-EMD | F-7A | B-B | 58,500 | 234,000 | 1949 | |
| 4072C-4073C | | | | | | | | |
| 4072B-4073B | 1500 | GM-EMD | F-7B | B-B | 59,000 | 236,000 | 1949 | |
| 4073A-4087A | 1500 | GM-EMD | F-7A | B-B | 59,000 | 236,000 | 1949 | |
| 4073C-4087C | | | | | | | | |
| 4073B-4084B | 1500 | GM-EMD | F-7B | B-B | 59,500 | 238,000 | 1949 | |
| 4088A-4102A | 1500 | GM-EMD | F-7A | B-B | 58,150 | 232,600 | 1950 | |
| 4088C-4102C | | | | | | | | |
| 4091B-4094B | 1500 | GM-EMD | F-7B | B-B | 57,750 | 231,000 | 1952 | |
| 4103A-4104A | 1600 | Alco-GE | FA-2 | B-B | 61,150 | 244,600 | 1951 | 14 |
| 4103B-4104B | 1600 | Alco-GE | FB-2 | B-B | 60,700 | 232,800 | 1951 | 15 |
| 5000A | 1000 | BW | | A1A-A1A | 30,250 | 320,000 | 1948 | s |
| 5001A-5002A | 2000 | GM-EMC | E-3A | A1A-A1A | 51,950 | 207,800 | 1939 | s |
| 5001B-5002B | | | | | | | | |
| 5003A | | | | | | | | 2 |
| 5004A | 2000 | GM-EMD | E-7A | A1A-A1A | 53,175 | 315,700 | 1948 | s |
| 5004B | 2000 | GM-EMD | E-7A | A1A-A1A | 54,500 | 323,700 | 1948 | s |
| 5005A-5006A | 2000 | GM-EMD | E-6A | A1A-A1A | 52,500 | 311,300 | 1941 | s |
| 5005B-5006B | | | | | | | | |
| 5007A | 2000 | Alco-GE | PA-1 | A1A-A1A | 56,250 | 225,000 | 1941 | s,2 |
| 5008A,5007B-5009B | 2000 | GM-EMD | E-7A | A1A-A1A | 52,500 | 311,300 | 1946 | s,16 |
| 5009A | 2000 | GM-EMD | E-7A | A1A-A1A | 53,625 | 318,500 | 1946 | s |
| 5010A-5011A | 2000 | GM-EMD | E-7A | A1A-A1A | 53,750 | 319,800 | 1947 | s |
| 5010B-5011B | | | | | | | | |
| 5012A-5017A | 2000 | GM-EMD | E-7A | A1A-A1A | 54,750 | 326,500 | 1947 | s |
| 5012B-5016B | | | | | | | | |
| 5018A-5020A | 2000 | GM-EMD | E-7A | A1A-A1A | 55,000 | 327,000 | 1949 | s |
| 5017B-5018B | | | | | | | | |
| 5019B | 2250 | GM-EMD | E-8A | A1A-A1A | 56,250 | 334,000 | 1953 | s |
| 5021A-5022A | 2250 | GM-EMD | E-8A | A1A-A1A | 55,750 | 331,000 | 1950 | s |


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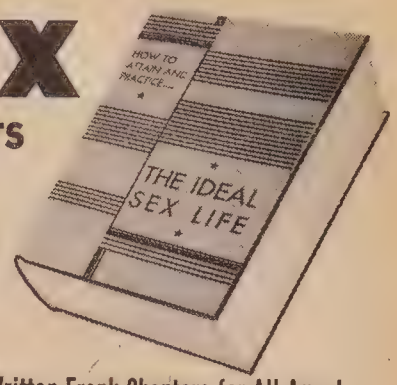


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- 4 kinds of sexual satisfaction.
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- Avoiding dangerous sex relations.
- Degeneracy facts of sex.
- The male and female sex organs.
- Strengthening man's sex virility and sex control towards ideal mutual climax.
- Importance of caresses, embraces for ideal sex life.
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- Sex act regarding change of life, pregnancy.
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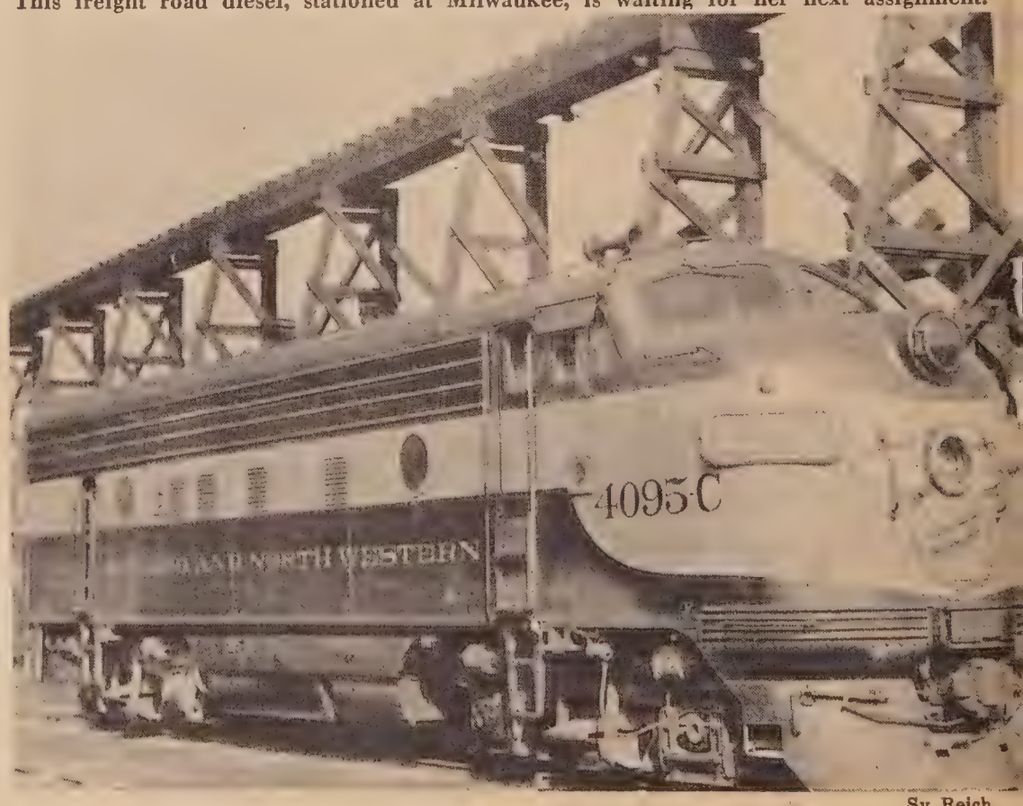
The C-C wheel arrangement of this Fairbanks-Morse road switcher gives her additional tractive effort for fast start in the important Chicago & North Western commuter service.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 5021B-5022B<br>5023A-5024A<br>5023B-5024B | 2250 | GM-EMD | E-8A | AIA-AIA | 56,625 | 336,000 | 1951 | s |
| 5025A,5025B | 2250 | GM-EMD | E-8A | AIA-AIA | 56,875 | 337,500 | 1952 | s |
| 5026A-5031A<br>5026B-5030B | 2250 | GM-EMD | E-8A | AIA-AIA | 57,375 | 340,000 | 1953 | s |

## Litchfield & Madison Railroad

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 100 | 1000 | Baldwin | VO | B-B | 59,700 | 238,800 | 1942 | I |
| 301-302 | 1600 | Alco-GE | RS-3 | B-B | 61,575 | 246,300 | 1952,'3 | I |
| 303 | 1600 | Alco | RS-3 | B-B | 61,200 | 244,800 | 1956 | I |

This freight road diesel, stationed at Milwaukee, is waiting for her next assignment.




Sy Reich

## Chicago, St. Paul, Minneapolis & Omaha Railway

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 10 | 358 | Whitcomb | None | B-B | 22,000 | 88,000 | 1943 | |
| 55 | 600 | GM-EMD | SW-1 | B-B | 49,000 | 196,000 | 1940 | |
| 56,57,69 | 660 | Alco-GE | S1 | B-B | 49,750 | 199,000 | 1944 | |
| 58,59,68 | 660 | Baldwin | VO | B-B | 49,750 | 199,000 | 1945 | |
| 70 | 1000 | GM-EMD | NW-2 | B-B | 62,000 | 248,000 | 1940 | |
| 71 | 660 | BW | DS 4-4-660 | B-B | 49,150 | 196,000 | 1949 | |
| 87-89 | 1000 | Baldwin | VO | B-B | 60,000 | 240,000 | 1944-'5 | |
| 90-93 | 1000 | Alco-GE | S2 | B-B | 57,500 | 230,000 | 1940,'4 | |
| 94-98 | 1000 | FM | ALT 100.6a | B-B | 60,000 | 240,000 | 1949 | |
| 99,100 | 1000 | BW | DS 4-4-1000 | B-B | 57,500 | 230,000 | 1949 | |
| 101 | 1000 | Alco-GE | S4 | B-B | 57,875 | 231,500 | 1953 | |
| 126-129 | 800 | GM-EMD | SW-8 | B-B | 57,625 | 230,500 | 1951 | |
| 150 | 1600 | FM | H16-66 | C-C | 71,750 | 287,000 | 1951 | |
| 151-156 | 1500 | GM-EMD | GP-7 | B-B | 60,000 | 240,000 | 1951 | |
| 157-161 | 1500 | GM-EMD | GP-7 | B-B | 61,000 | 244,000 | 1952 | |
| 162 | 1600 | Alco-GE | RS-3 | B-B | 61,775 | 247,100 | 1952 | |
| 163 | 1600 | Alco-GE | RS-3 | B-B | 63,850 | 255,400 | 1952 | s |
| 164 | 1600 | Alco-GE | RS-3 | B-B | 64,125 | 256,500 | 1952 | s |
| 165-166 | 1600 | Alco-GE | RS-3 | B-B | 61,250 | 245,000 | 1953 | |
| 167 | 1600 | Alco-GE | RS-3 | B-B | 64,125 | 256,500 | 1953 | s |
| 168-172 | 1600 | FM | H16-66 | C-C | 71,500 | 286,000 | 1953 | |
| 6001A-6002A<br>6001B-6002B | 2000 | FM | ALT 100.3a | AIA-AIA | 54,850 | 322,200 | 1947 | s |
| 6500A-6502A<br>6500C-6502C | 1500 | GM-EMD | F-7A | B-B | 59,000 | 236,000 | 1949 | |
| 6503A-6505A<br>6503C-6505C | 1500 | GM-EMD | F-7A | B-B | 58,150 | 232,600 | 1950 | |

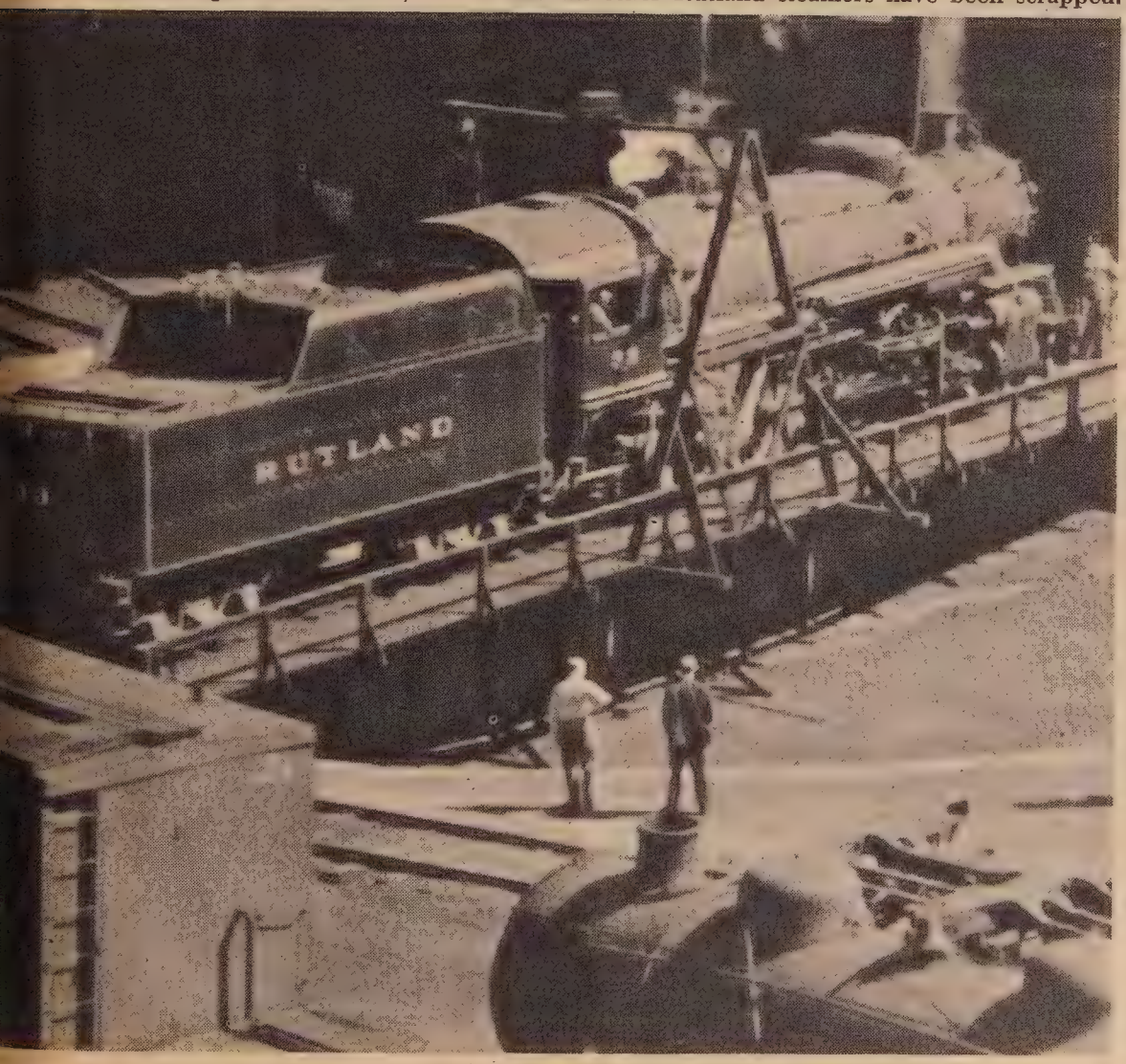
# RUTLAND RAILWAY

### *Roster Compiled by Sy Reich*

| Class | Road Nos. | HP | Builder | Bldr's. Model | Wheel Arngt. | Trac. Eff. | Weight | Date |
|---|---|---|---|---|---|---|---|---|
| DES-2 | 500 | 600 | GE | 70 ton | B-B | 23,600 | 137,600 | 1951 |
| DRS-1 | 400-405 | 1000 | Alco-GE | RS-1 | B-B | 34,000 | 242,400 | 1951 |
| DRS-6a | 200-201 | 1600 | Alco-GE | RS-3 | B-B | 52,500 | 248,000 | 1950-1 |
| DRS-6b | 202-204 | 1600 | Alco-GE | RS-3 | B-B | 52,500 | 248,000 | 1951 |
| DRS-6c | 205-208 | 1600 | Alco-GE | RS-3 | B-B | 52,500 | 248,000 | 1952 |

(Compiled from data supplied by Rutland Railway's Master Mechanic. Accurate as of Dec. 31, 1958. No. 400 was sold to Tennessee RR. in Sept., 1956.

**Since this photo was made, No. 33 and all other Rutland steamers have been scrapped.**





# MEN PAST 40

## Afflicted With Getting Up Nights, Pains in Back, Hips, Legs, Nervousness, Tiredness.

If you are a victim of the above symptoms, the trouble may be due to Glandular Dysfunction. A constitutional Disease for which it is futile for sufferers to try to treat themselves at home. Medicines that give temporary relief will not remove the cause of your trouble.

To men of middle age or past this type of dysfunction occurs frequently. It is accompanied by loss of physical vigor, graying of hair, forgetfulness and often increase in weight. Neglect of such dysfunction causes men to grow old before their time—premature senility and possibly incurable conditions.

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**RECTAL COLON**
Are often associated with Glandular Dysfunction. We can treat these for you at the same time.

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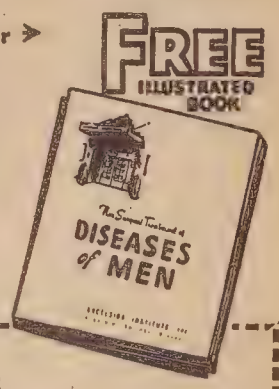


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ADDRESS _____
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STATE _____

**Central Vermont hostler, M. McNamee, backs 2-8-0 out of house onto turntable at Brattleboro, Vt., to take on coal, water.**
David Plowden, 1239 Madison Ave., New York City

# INDEX OF ROSTERS

IN ANSWER to many requests we offer a list of all rosters of motive power (plus some passenger cars) that we published in the past 30 years. This was compiled by Howard Shottenfeld.

You may ask, "Where can I get back numbers of *Railroad Magazine?*" Well, we have available about half of those from 1949 to '55 inclusive, but very few others. Issues we don't have in stock may be obtained by placing a request in the *Switch List* or contacting such men as Owen Davies, Grahame Hardy, and Arnold Joseph, whose addresses you'll find in that list.

Akron, Canton & Youngstown: Feb. '55
Alaska: Aug. '39, Oct. '54
Algoma Central & Hudson Bay: Nov. '54
Alton (now GM&O): June-July '34
Ann Arbor: Sept. '42
Atchison, Topeka & Santa Fe: May-Aug. '37 Oct.-Nov. '50
Atlanta & St. Andrews Bay: Aug. '52
Atlanta & West Point: Dec. '39, July '52
Atlanta, Birmingham & Coast: Sept. '40
Atlantic & Danville: Sept. '52
Atlantic Coast Line: Dec. '38, Mar. '47, April '59

Baltimore & Ohio: June-July '34, Nov.-Dec. '48, Dec. '53, Oct. '57 (renumbering)
Baltimore & Ohio Chicago Terminal: June-July '34, Dec. '48
Bangor & Aroostook: Feb. '35, Jan. '50, Dec. '57
Bath & Hammondsport: Jan. '41
Belt Railway of Chicago: June '58 (All-time)
Bessemer & Lake Erie: May '38, Oct. '51
Bingham & Garfield: Dec. '43
Blairstown: Nov. '43
Boston & Albany: June '36, May-Aug. '40 (NYC), Feb. '50
Boston & Maine: April '33, Jan. '46, Oct. '56
Bridgton & Harrison: Nov. '38, Dec. '55
Buffalo, Rochesetr & Pittsburgh (B&O): June-July '34
Bush Terminal: Oct. '41

California Western: Mar. '40
Canadian National: Sept.-Dec. '37, Nov.-Dec. '47, Oct. '53, June '57 (renumbering), April '58 (electric)
Canadian Pacific: Feb. '33, Sept. '47, Sept. '53 (revised March '54)
Central of Georgia: Dec. '32, June '48, Dec. '58
Central of New Jersey: June '35, Aug. '51
Central Vermont (now CNR): Dec. '35, Aug. '47
Charleston & Western Carolina: June '41
Chesapeake & Ohio: Aug. '34, Oct. '44, May '48, Feb. '59
Chicago & Eastern Illinois: June '33, Sept. '50
Chicago & Illinois Midland: July '54
Chicago & North Western: Dec. '34, Aug. '48, June '59
Chicago, Burlington & Quincy: Sept. '36, Oct. '49, June '58
Chicago Great Western: July '39
Chicago, Milwaukee, St. Paul & Pacific: Oct. '32, Nov. '39 (renumbering), Feb.-March '51
Chicago River & Indiana (now NYC): May-Aug. '40
Chicago, Rock Island & Pacific: Sept. '35, April '49
Cleveland Rapid Transit: Feb. '58
Cleveland Union Terminal: (now NYC): May-Aug. '40
Clinchfield: Jan. '34, Jan. '51
Colorado Midland: Aug. '36, Aug. '42
Colorado & Southern (now CB&Q): Sept. '54
Columbus & Greenville: Dec. '40
Cumberland & Manchester (now L&N): Jan. '36

Dansville & Mt. Morris: Jan. '41
Delaware & Hudson: Nov. 36, April '47, April '59
Delaware, Lackawanna & Western: Aug. '33, April '48, June '58 (MU psgr.)
Denver & Rio Grande Western (narrow gauge): Dec. '42, Jan.-Feb. '43
D&RGW: Feb. '37, April '51
Denver & Salt Lake: Mar. '41
Detroit & Mackinac: June '42
Detroit, Toledo & Ironton: May '42, Oct. '52
Dominion Atlantic (now CPR): Sept. '53
Duluth, Missabe & Iron Range: Aug. '38, Dec. '51, Oct. '56
Duluth, South Shore & Atlantic: Aug. '32, Dec. '50
Duluth, Winnipeg & Pacific (now CNR): Sept.-Dec. '37

East Jersey Railroad & Terminal: Feb. '59
Electrics into Grand Central: Dec. '58
Erie: Oct. '35, May '49
Esquimalt & Nanaimo (now CPR): Feb. '53
European & North American: July '37

Ferrucio de Yucatan: June '50
Florida Central & Gulf (now SAL): May '35
Florida East Coast: March '34, Jan. '48
Fonda, Johnstown & Gloversville: Feb. '36
Ft. Worth & Denver (now CB&Q): Oct. '55

Genesee & Wyoming: Jan. '41
Georgia: Dec. '39, July '52
Georgia & Florida: June '41, June '55
Grand River (now CPR): Sept. '53
Grand Trunk (now CNR): Sept.-Dec. '37
Grand Trunk Western (now CNR): Sept.-Dec. '37, Oct. '53
Great Northern: Aug. '35, Jan. '49, Feb.
Green Bay & Western: July '42
Greenbrier, Cheat & Elk (now WMd): Oct. '33
Gulf, Mobile & Northern (now GM&O): May '34
Gulf, Mobile & Ohio: Nov. '51

Hobart Southern: Nov. '42
Hoboken Shore: Feb. '59
Houston & Brazos Valley (now MoP): March-April '38
Houston North Shore (now MoP): March-April '38
Hudson & Manhattan: June '58

Illinois Central: Dec. '36-Jan. '37, May-June '51, Feb. '58
Illinois Terminal: April '53
Indiana Harbor Belt (now NYC) May-Aug. '40
International-Great Northern (now MoP): March-April '38

Jacksonville, Gainesville & Gulf (now SAL): May '35

Kansas City, Mexico & Orient: April '40
Kansas City Southern: April '39, June '52, April '57 (all-time steam)
Kennebec Central: Dec. '55

Lackawanna & Wyoming Valley: March '51
Lake Erie & Eastern (now P&LE): Feb. '36
Lake Erie & Northern (now CPR): Sept. '53
Lehigh & Hudson River: Feb. '42, Dec. '58 (all-time steam), Feb. '59 (diesel)
Lehigh & New England: March '33, Nov. '46, Feb. '59
Lehigh Valley: April '35, July '49, Aug. '49 (reclassification)
Lodi: Nov. '43
Long Island: May '36, Sept. '49, July '50 (Mu psgr.), May '51 (diesel)
Los Angeles & Salt Lake (now UP): May '33
Louisiana & Arkansas (now KCS): May '41, June '52
Louisville, Henderson & St. Louis (now L&N): Jan. '36
Louisville & Nashville: Jan. '36, June '49, Oct. '58

Macon, Dublin & Savannah (now SAL): May '35
Maine Central: May '32, Jan. '47, June '53, Oct. '58
Manchester Street: Aug. '53
Midland of New Jersey: Oct. '43
Milwaukee Electric & Light: April '43
Minneapolis & St. Louis: March '35, April '44
Minneapolis, Northfield & Southern: Aug. '43
Minneapolis, St. Paul & Sault Ste. Marie: Feb. '34, June '47, May '53
Minneapolis, St. Paul, Rochester & Dubuque Electric Traction: Aug. '43
Minnesota Western: Aug. '43
Mississippi Central: Sept. '33
Missouri & Arkansas: July '36
Missouri-Illinois (now MoP): March-April '38
Missouri-Kansas-Texas: Oct. '34, Feb. '48
Missouri Pacific: March-April '38, Sept. '51
Mobile & Ohio (now GM&O): Sept. '34
Modesto & Empire Traction: Nov. '42
Monon: Jan. '33, Feb. '49
Monongahela: Dec. '33
Monson: Dec. '55
Montreal & Atlantic (now CPR): Feb. '33
Morristown & Erie: Feb. '59
Mt. Hope Mineral (now CNJ): Feb. '59

Nashville Chattanooga & St. Louis (now L&N): Oct. '39, Jan. '52
Nevada-California-Oregon: Oct. '55
Nevada Central: Jan. '33, Jan. '37
Newfoundland (now CNR): Aug. '38, Oct. '53
New Jersey & New York (now Erie): Feb. '59
New Jersey Midland: Oct.-Nov. '43
New Jersey Shortlines: Feb. '59
New Orleans, Texas & Mexico (now MoP): March-April '38
New York & Long Branch (now PRR, CNJ): Feb. '59
New York & Oswego Midland (now NYO&W): July '43
New York Central: May-Aug. '40, Dec. '55 (steam)
New York Central: Feb. '56 (diesel, electric, renumbering); Dec.. '58 (electric)
New York, Chicago & St. Louis: April '34, Oct. '47, Aug. '53, April '58
New York City Subway-El Equipment: June '57
New York, New Haven & Hartford: Jan.-Feb. '39, Feb. '52, Dec. '58 (electric)
New York, Ontario & Western: April '32, May-July '43
New York, Susquehanna & Western: April '41, Oct.-Nov. '43 (historical), Feb. '59
Norfolk & Portsmouth Belt: Sept. '52
Norfolk & Western: March '36, Sept. '44, Feb. '53, Aug. '56
Norfolk Southern: Nov. '40, May '52
Northern Alberta (now CNR, CPR): Feb. '55
Northern Pacific: May-June '39, May '47, Dec. '56
Northwestern Pacific: April '36, Aug. '55 (all-time)

Omaha Road (C&NW): Mar. '37
Ontario Northland: Mar. '43, Jan. '55
Oregon Short Line (now UP): May '33
Oregon-Washington Railroad & Navigation (now UP): May '33

Pacific Coast Railway: Oct. 35
Pacific Coast Railroad: March '34
Pacific Great Eastern: May '50, March '55
Pahama: March '48
Pennsylvania: July-Nov. '41, Jan. '42 (electric), Dec. '54 (class roster), Aug. '57
Pennsylvania-Reading Seashore Lines: Dec. '41, Feb. '59
Peoria & Eastern (now NYC): May-Aug. '40
Pere Marquette (now C&O): Nov '35
Philadelphia Transit Co. Subway-El Cars: April '58
Pittsburgh & Lake Erie (now NYC): Feb. '36, May-Aug. '40, Nov. '49
Pittsburgh & West Virginia: Jan. '35, Dec. '49
Pittsburgh, Chartiers & Youghiogheny: Sept. '43
Pittsburgh, McKeesport & Youghiogheny (now P&LE): Feb. '36
Portland Terminal: Sept. '46
Prattsburgh: Jan. '41
Public Service Coordinated Transport (Newark, N. J. Subway): Feb: '59

Quebec Central (CP): Jan. '40, Sept. '53 (revised March '54)
Quebec Railway, Light & Power (now CNR): Oct. '53, April '58

Rahway Valley: Feb. '59
Raleigh & Charleston (now SAL): May '35
Raritan River: Feb. '59
Reading: Jan.-Feb. '38, May-June '44, March '53, Aug. '58 (electric)
Richmond, Fredericksburg & Potomac: Nov. '32, March '52
Rio Grande City (now MoP): March-April '38
Rutland: Nov. '33, Aug. '46, June '59

St. Clair Tunnel Co. (now CNR): Sept.-Dec. '37, April '58
St. Johnsbury & Lake Champlain: Oct. '42
St. Joseph & Grand Island (now UP): May '33
St. Louis, Brownsville & Mexico (now MoP): March-April '38
St. Louis-San Francisco: Nov. '34, July '48
St. Louis Southwestern: Sept. '32, Feb. '47, July '53
San Antonio Southern (now MoP): March-April '38
San Antonio, Uvalde & Gulf: (now MoP): March-April '38
San Benito & Rio Grande Valley (now MoP): March-April '38
San Diego & Arizona Eastern: July '35, June '56
Sandy River & Rangely Lakes: Sept. '35, Dec. '55
Santa Maria Valley: June '56
Seaboard Air Line: May '35, Sept. '48, June '59
Shaker Heights Rapid Transit: Aug. '45
Sierra: Nov. '42, June '55
Southern: June-July '38, March-April '50
Southern Pacific: Sept.-Nov. '38, June-Aug. '50, March '55 (cab-in-fronters), Aug. '58.
Southern Pacific of Mexico (now Nat. Rys. of Mex.): Feb. '41
Spokane International: March '49
Spokane, Portland & Seattle: March '39, Nov. '52
Staten Island Rapid Transit (now B&O): June-July '34, Feb. '59
Sugar Land (now MoP): March-April '38
Sumpter Valley: Jan. '36
Susquehanna Connecting: Nov. '43
Sydney & Louisburg: June '56 (all-time)

Tavares & Gulf (now SAL): May '35
Temiscouata: July '38
Tennessee Central: Apr. '53
Texas & New Orleans (now SP): March '42
Texas & Pacific: July '33, Oct. '48
Tionesta Valley: Feb. '44
Toledo, Peoria & Western: Aug. '54
Tonopah & Tidewater: July '35, Nov. '42
Toronto, Hamilton & Buffalo (now NYC): July '32
Toronto Transit Commission Subway Cars: Feb. '58
Trenton-Princeton Traction: Feb. '59

Union Pacific: May '33, July '47, Dec. '57
Union Transportation (Pemberton & Hightstown): Feb. '59
United of Yucatan: June '50

Virginia & Truckee: Jan. '55
Virginian: April '37, July '51

Wabash: Feb. '40, April '52
Western of Alabama: Dec. '39, July '52
Western Maryland: Oct. '33, Oct. '46, Dec. '52
Western Pacific: June '32, Dec. '46, Jan. '53
Wharton & Northern (now CNJ): Feb. '59
Wheeling & Lake Erie (now NYC&StL): Sept. '39, May '50
White Pass & Yukon: Oct. '40, April '56
Wicasset & Quebec: Dec. '55
Wilkes-Barre & Eastern: Nov. '43
Wisconsin Central (now Soo): Feb. '34

Yosemite Valley: July '35

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**Dept. 845 Pleasant Hill, Ohio**

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Seaboard Air Line Railroad

One of Seaboard's E-4 diesels is rambling through Florida with lightweight Budd-built equipment of 1939-'40 vintage.

Three of these unique Baldwin-Westinghouse road diesels are operated by the SAL between various points in Florida.

Philip Bell, Boca Grande, Fla.

Two of the original E-4 locomotives. Seaboard Air Line was the only railroad to purchase such models from EMD.

One of the remaining FT's at West Lake Wales, Fla., passes CTC signal controlled by dispatcher many miles away.

Seaboard Air Line Railroad

# SEABOARD AIR LINE RAILROAD

***Roster Compiled by Sy Reich***

## STEAM LOCOMOTIVE

### 0-4-0 (Switcher) Type

| Road No. | Cyls. | Drivers | Boiler Press. | Weight on Drivers | Trac. Eff. | Builder | Date |
|---|---|---|---|---|---|---|---|
| 1001 | 16x24 | 42 | 180 | 108,000 | 22,400 | Baldwin | 1936 |

## DIESEL-ELECTRIC LOCOMOTIVES

| Road Nos. | HP | Builder | Builder's Model | Wheel Arngt. | Trac. Eff. | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|
| 1200 | 660 | GM-EMC | SW-1 | B-B | 50,000 | 199,000 | 1939 | |
| 1201 | 660 | Alco-GE | S1 | B-B | 50,000 | 199,000 | 1941 | 9 |
| 1202 | 660 | Baldwin | VO | B-B | 50,000 | 198,500 | 1941 | |
| 1400-1402 | 1000 | Baldwin | VO | B-B | 60,000 | 240,000 | 1941,'4 | |
| 1413-1416 | | | | | | | | |
| 1403-1405 | 1000 | Alco-GE | S2 | B-B | 60,000 | 230,000 | 1942,'6 | |
| 1425-1434 | | | | | | | | |
| 1406-1412 | 1000 | GM-EMD | NW-2 | B-B | 60,000 | 250,000 | 1942 | |
| 1417-1424 | 1000 | BW | DS 4-4-1000 | B-B | 60,000 | 240,000 | 1946,'50 | |
| 1435-1437 | | | | | | | | |
| 1438-1461 | 1000 | BW | DS 4-4-1000 | B-B | 60,000 | 236,900 | 1950,'1 | |
| 1462-1465 | 1200 | BLHW | S-12 | B-B | 60,000 | 238,600 | 1952 | |
| 1466-1471 | 1200 | BLHW | RS-12 | B-B | 60,000 | 238,000 | 1952 | |
| 1472-1475 | 1200 | BLHW | RS-12 | B-B | 60,000 | 240,500 | 1953 | |
| 1476-1481 | 1200 | BLHW | S-12 | B-B | 60,000 | 238,100 | 1953 | |
| 1482-1491 | 1000 | Alco-GE | S4 | B-B | 60,000 | 231,540 | 1953 | |
| 1492 | 1000 | Baldwin | VO | B-B | 60,000 | 240,000 | 1942 | 7 |
| 1500-1531 | 1500 | Alco-GE | RSC-2 | AIA-AIA | 40,425 | 242,500 | 1947,'9 | 1 |
| 1532-1543 | 1600 | Alco-GE | RSC-3 | AIA-AIA | 41,650 | 249,900 | 1950,'1 | |
| 1600-1604 | 1500 | Alco-GE | RS-2 | B-B | 57,300 | 229,250 | 1949 | |
| 1605-1610 | 1600 | Alco-GE | RS-3 | B-B | 57,300 | 229,250 | 1950 | |
| 1611-1628 | 1600 | Alco-GE | RS-3 | B-B | 59,500 | 238,000 | 1950 | |
| 1629-1664 | 1600 | Alco-GE | RS-3 | B-B | 60,965 | 243,860 | 1950,'1 | |
| 1665-1674 | 1600 | Alco-GE | RS-3 | B-B | 61,735 | 246,950 | 1951,'2 | |
| 1675-1679 | 1600 | Alco-GE | RS-3 | B-B | 61,980 | 247,930 | 1952 | |
| 1680-1684 | 1600 | Alco-GE | RS-3 | B-B | 61,585 | 246,340 | 1952 | |
| 1685-1687 | 1500 | Alco-GE | RS-2 | B-B | 59,450 | 237,800 | 1949 | 8 |
| 1688-1690 | 1600 | Alco-GE | RS-3 | B-B | 61,075 | 244,300 | 1950,'1 | 8 |
| 1691 | 1600 | Alco | RS-3 | B-B | 61,500 | 246,000 | 1956 | 8 |
| 1700-1703 | 1500 | GM-EMD | GP-7 | B-B | 60,000 | 240,000 | 1950 | |
| 1712-1744 | | | | | | | | |
| 1704-1711 | 1500 | GM-EMD | GP-7 | B-B | 61,500 | 246,000 | 1950 | |
| 1745-1752 | 1500 | GM-EMD | GP-7 | B-B | 61,500 | 246,800 | 1950 | |
| 1753-1769 | 1500 | GM-EMD | GP-7 | B-B | 61,950 | 247,800 | 1951 | |
| 1770-1782 | 1500 | GM-EMD | GP-7 | B-B | 60,310 | 241,250 | 1951 | |
| 1783-1797 | 1500 | GM-EMD | GP-7 | B-B | 61,400 | 245,600 | 1952 | |
| 1798-1822 | 1500 | GM-EMD | GP-7 | B-B | 61,700 | 246,800 | 1952 | |
| 1900-1909 | 1750 | GM-EMD | GP-9A | B-B | 61,700 | 246,800 | 1955 | |
| 1910-1921 | 1750 | GM-EMD | GP-9A | B-B | 61,100 | 245,540 | 1955 | 2 |
| 1922-1925 | 1750 | GM-EMD | GP-9A | B-B | 61,720 | 246,875 | 1956 | 2 |
| 1926-1929 | 1750 | GM-EMD | GP-9A | B-B | 61,700 | 246,800 | 1957 | 2 |
| 1954-1978 | 1750 | GM-EMD | GP-9A | B-B | 61,430 | 245,730 | 1956 | |
| 2700-2702 | 1500 | BW | DR 6-4-1500 | AIA-AIA | 55,000 | 326,500 | 1947 | |
| 3000-3013 | 2000 | GM-EMC | E-4A | AIA-AIA | 50,600 | 308,495 | 1938,'9 | 5 |
| 3014-3016 | 2000 | GM-EMD | E-6A | AIA-AIA | 50,600 | 308,495 | 1940,'1 | |
| 3017-3048 | 2000 | GM-EMD | E-7A | AIA-AIA | 50,600 | 317,332 | 1945,'6,'8,'9 | |
| 3049-3054 | 2250 | GM-EMD | E-8A | AIA-AIA | 52,300 | 321,400 | 1950 | |
| 3055-3059 | 2250 | GM-EMD | E-8A | AIA-AIA | 52,300 | 329,350 | 1952 | |
| 3100-3104 | 2000 | GM-EMC | E-4B | AIA-AIA | 49,100 | 298,960 | 1938,'9 | |
| 3105-3107 | 2000 | GM-EMD | E-7B | AIA-AIA | 49,100 | 305,636 | 1948 | |
| 4000-4021 | 1350 | GM-EMD | FT A | B-B | 55,000 | 227,860 | 1942,'4 | 2 |
| 4022-4032 | 1500 | GM-EMD | F-3A | B-B | 57,300 | 229,198 | 1948 | |
| 4100-4121 | 1350 | GM-EMD | FT B | B-B | 55,000 | 228,670 | 1942-'4 | 2 |
| 4200-4202 | 1500 | Alco-GE | FA-1 | B-B | 57,500 | 230,000 | 1948 | |
| 4300-4302 | 1500 | Alco-GE | FB-1 | B-B | 55,750 | 223,000 | 1948 | |
| 4500-4512 | 3000 | BW | DR 12-8-3000 | 2-D+D-2 | 104,600 | 585,130 | 1945,'7 | 6 |

### Railcars

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2028 | 600 | St. Louis-EMD | | | | 175,680 | 1936 | 10 |
| 2045 | —— | Brill | | | | 88,000 | 1927 | 11 |

Roster compiled from data supplied by Chief Mechanical Officer, SAL. Accurate as of Dec. 10, 1958. Abbreviations: GM-EMC—General Motors-Electro Motive Corp.; GM-EMD—General Motors, Electro Motive Division; Alco-GE—American Locomotive Co.-General Electric; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse; Brill—J. G. Brill Car Co.; St. Louis—St. L. Car Co.

Switchers are painted Chinese red and black, with black underbody, white lettering, yellow striping, and red, white, and black insignia. Old paint scheme of passenger diesels was red, yellow, and black, with underbody and roof, contrasting lettering, and red, white, and black insignia. New paint scheme of passenger diesels is white with red striping and lettering, black underbody and roof, and red, white, and black insignia. Freight road diesels and road switchers: black and yellow with red outline striping, black underbody, contrasting lettering, and red, white, and black insignia.

(1) 1501-1511, 1513-1515, 1519, 1522, 1524-1526 converted to B-B, weight 235,100, TE 58,775. 1528-1531 converted to B-B weight 240,400, TE 60,100. All converted 1954-'5.

(2) 1910-1929 rebuilt from FT's 4009, 4109, 4013, 4113, 4014, 4114, 4018, 4118, 4012, 4112, 4019, 4119, 4001, 4101, 4002, 4102, 4003, 4103, 4007, 4107.

(5) 3003, 3012, 3013 scrapped.

(6) 4502, 4503, 4511 scrapped.

(7) Ex Macon, Dublin & Savannah 1000.

(8) Ex MD&S 1700-1702, 1705, 1703, 1704, 1706.

(9) Rebuilt by Alco-GE from 660 hp to 1000 hp, weight 236,700, TE 60,000.

(10) Rebuilt in 1948.

(11) Rebuilt in 1943 by SAL from motor car 2017. Trailer for 2028. ●


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**"HIGHBALL."** A nostalgic, narrative sound study of locomotives on the Union and Southern Pacific, Colorado and Southern, Sierra and Santa Maria Valley Railroads. Full color cover. Narrated by Jim Ameche. STEREO disc $6.00 postpaid, monaural disc $5.00. pre-recorded tape, stereo or monaural, pictured container, $9.00 postpaid.

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**Fast Canadian Pacific steamers connect Nanaimo, Vancouver, and Victoria, B.C., with Seattle and Port Angeles, Wash. We can't think of a more delightful "inside sea voyage" than the one-day round trip on these ships between Seattle and Victoria, costing $5 plus tax. There are many fleets in North America's "Railroad Navy" (ferries, car-floats, tugs, barges, etc.) You can learn about them by reading David Marshall's feature article on the subject in *Railroad Magazine*, next issue.**

Canadian Pacific Company

## MAIL CAR

(*Continued from page* 11)

THE RAILROADS are trying to give away Union Station, Washington, D.C. They want to donate it (including the $165,000 annual tax bill) to the Federal Government. The offer was made by James M. Symes, president of the Pennsy, on behalf of his line and the Baltimore & Ohio, the two companies that jointly own Washington Terminal Co. He first brought up the matter early in 1958 at a hearing of a Senate Commerce subcommittee investigating the plight of the railroads. This offer still stands.

Union Station was built and equipped by the railroads in 1907 at a cost of about $21 million. Mr. Symes wants the Government to take it over, then work out a lease with the roads similar to the operating arrangement the airlines have at the capital's National Airport. ●

PROTECTS FROGS. New York Central scientists have developed a quick, inexpensive way of adding many years to the life of the most vulnerable part of the track—the steel insert where rails intersect, known as a *frog*. Frogs cost about $1,200 each. Their purpose is to guide the pounding wheels of a train from one track to another.

The new method involves wrapping a thin flexible layer of sheet explosive, a new product, around the frog and fastening it in place with hosehold tape. A common blasting cap then sets off the explosion. Shock waves penetrate the steel to a depth of one inch, greatly increasing the hardness and wearing qualities of the metal down to this point. The treatment can be given "on the spot" and does not require removal of the frog. ●


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High Fidelity Recording

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Also available: Rods, Wheels and Whistles, featuring the PRR K-4 and N & W locomotives, $4.95 ppd. Sorry, no COD's.

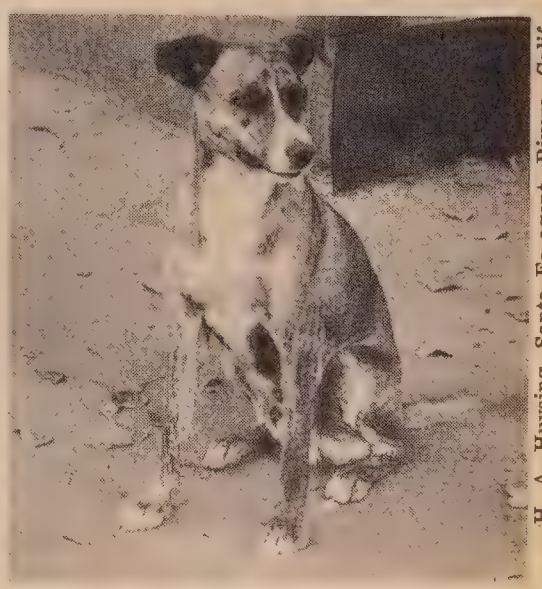

THE LOVE that railroaders bear for dogs is shown by the fact that many such pets are buried on or near the right-of-way. Not far from the Santa Fe station at Victorville, Calif., for example, you'll find a small, black, granite monument inscribed: *Brownie: A railroad dog, a friend and a pal.* 1945. His story is told by Earl E. Huie in the San Bernardino *Sun-Telegram*.

One cold winter night in 1943 a dog of mixed breed, shivering and whimpering, dragged himself to the Victorville station door. His rear legs were bruised and bleeding. Henry A. Huysing (now the Santa Fe agent at Rivera) was working the second trick as telegraph operator. He took the creature in, set him on a blanket near the depot stove, fed him a pan of warm milk, and named him Brownie.

A few weeks of good care made Brownie as frisky as a pup. He soon learned to distinguish railroaders from station visitors. He'd accompany the helper-engine crews to their steam locomotives, see them off, and then run alongside the engine as far as the station. He slept under the telegraph operator's desk, but when a train arrived he never failed to dash out to the station platform, his tail wagging a welcome. Just about every engine and train man on the division knew Brownie, and he knew them.

Brownie lived mostly on scraps from the rail workers' lunch pails. Meat was scarce and rationed in wartime years, but somehow the conductors, like Harry M. Dorsey of San Bernardino, would toss off little bundles of meat for him.

One day Brownie inspected a string of cars as another train was pulling into the yards and was killed. A heavy-hearted crew brought his mangled body back to the station. Sophia Forden (who is still on the Victorville station staff) and Leo Fitzgerald arranged a burial ceremony. Brownie was laid in a typewriter box and buried under a cottonwood tree in Forrest Park near the depot he loved so well. ●



H. A. Huysing, Santa Fe agent, Rivera, Calif.

**Many Santa Fe men remember *Brownie*.**

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Amount Wanted $ _____

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OCCUPATION.....AGE.....
Husband or Wife's OCCUPATION.....

**Last July 6, after most railroads had been fully dieselized, the Railroad Club of Chicago ran a fantrip, Chicago to St. Paul, on the Burlington with engine No. 5618 and four cars, including a dome car. (Photo by 16-year-old boy.)**
Kenneth Ingmanson, 1242 Juliet Ave., St. Paul 5, Minn.

# RAILROAD HOBBY CLUB

## by Sy Reich

AFTER working for years for Warner Bros., railfan Gerald M. Best, 511 N. Sierra Drive, Beverly Hills, Calif., is now associated with Walt Disney. "Part of my time is spent on Disneyland Railroad problems such as rebuilding an 0-4-0 which Disney bought from Pine Creek Railroad at Freehold, N. J. (not far from Steve Maguire's home)," he writes. "The old engine will emerge from the Disney Studio shop this spring as a replica of D&RG No. 1, the *Montezuma*, a 2-4-0 type with a four-wheel tender."

Sy Reich

"Jerry" married a girl named Harriet in the same week of 1953 that Freeman Hubbard returned to the editorship of *Railroad Magazine*. One of *Railroad's* cover artists, A. Sheldon Pennoyer, threw a party in his New York studio to celebrate both events. Years later, the distinguished artist was killed by an automobile crash in Spain. Jerry works nine months a year. He and Harriet spend their vacations, he says, "in far-away places where there is still steam to photograph."

Letter from J. Kucharczyk, Kosynierow Gdynskich 8a/4, Wroclaw 9, Poland: "Thanks for publishing my note in your Oct. '58 issue. Special thanks to Arthur L. Powell of Portland, Ore., who regularly sends me copies of railroad publications, reading which accelerates the beat of my heart. Also my gratitude to William E. Sloane, Jr., Rochester, N. Y., for sending me a gift subscription to *Railroad Magazine*."

Unable to send money out of his native country for a subscription, an engineer named Stephen Frank, Istvan fomernok, Kom. 16, Majalis ter 1, Hungary, who reads and writes English, would be overjoyed to get any issue of *Railroad Magazine*, new or old, that any reader cares to send him. This magazine is not sold in Hungary.

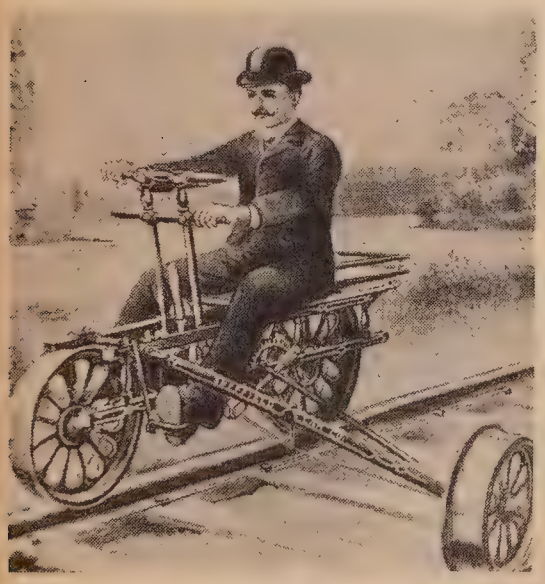
Patapsco & Back Rivers, a freight line serving Sparrow's Point, Md., will not let you photograph its locomotives. Vice President C. L. Deroff says, "It is not in line with our policy for safety and other reasons."

A model railroad, the world's largest, with 5,425 feet of track, will be built and operated by the Pacific Beach Model Railroad Club on the 265-acre fair grounds near San Diego, Calif., reports C. T. Steeb.

"Last spring I ran across my first issue of *Railroad* in eight years," writes Larson M. Powell, 35 Riverside Drive, New York City, "and was delighted to find it far more interesting and informative than when I stopped subscribing to it in 1949."

Thirty-one years ago John C. Jay, now an assistant bank cashier at Greensboro, Ala., began collecting railroadiana. To house this material, the Southern Railway gave him one of its last cupola-type cabooses instead of dismantling it. Later, the road donated 85 feet of track, which railroad men laid for him, and a motor-car and an ancient train-order board. Thus Jay's railroad museum became a tourist attraction and a place where classes of school children are taken as part of their education, reports Thomas O. Acree, retired Southern train dispatcher, P.O. Box 724, Hollywood 28, Calif.

The Pennsy sells king-size, old-fashioned, train-picture glasses at $3 a set, payable to Manager, Dining Car Serv-



**Track velocipede built by Sheffield Car Co., Three Rivers, Mich. (This print is published at the request of Dick Samuels, Milwaukie, Ore.)**

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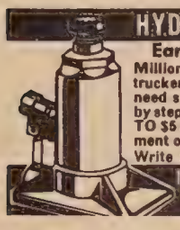

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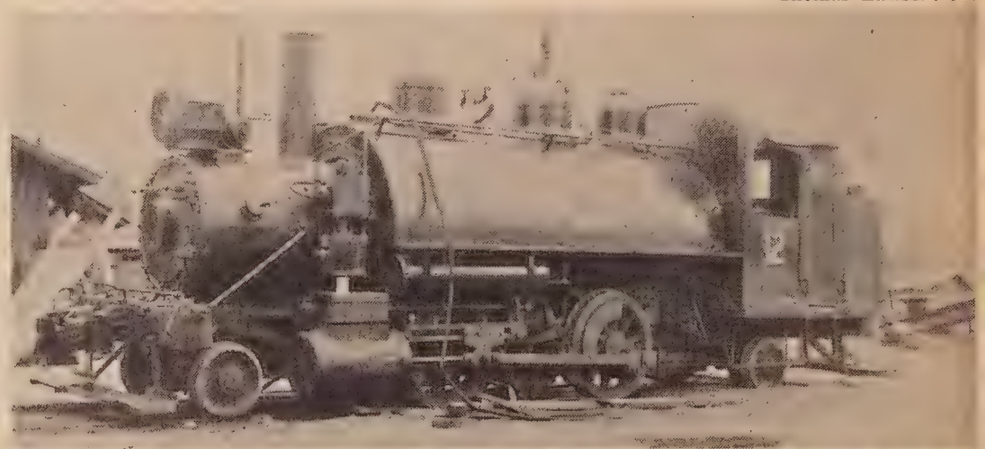
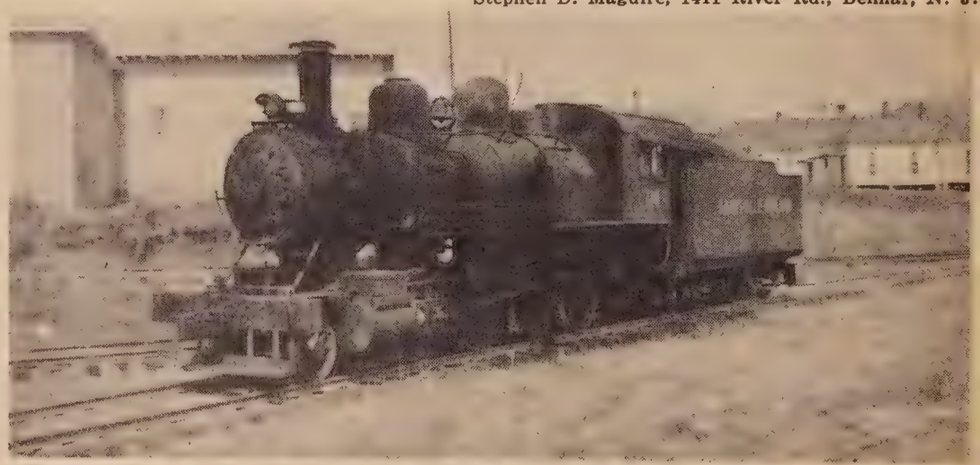
Thomas Lawson, Jr.



**Two steam engines still running in Alabama. (Upper) Largest loco in the state, built by Baldwin in 1928. (Lower) Baldwin stand-by at T. R. Miller Co., Inc.**

Stephen D. Maguire, 1411 River Rd., Belmar, N. J.



**The old Gainesville Midland, down Georgia way, is still operating steam power.**

**The Reading's 1251, Class B-4-A, continues to switch at Reading, Pa., shops.**
Sy Reich, 92 St. Marks Pl., New York 9, N. Y.

ice, PRR, Long Island City 1, N. Y.

Corrections to New Jersey Shortline roster (Feb. '59 issue) come from Charles J. Hill, S. W. Praster, Jr., Barton M. Bauers, Jr., and others. The PRSL owned 12 RDC-1's before the pier fire which destroyed two RDC's. Union Transportation Co. uses motive power leased from the Pennsy. The statement, "Owns no motive power now; uses Jersey Central motive power" should be found under the Wharton & Northern, not UTC. The latter connects with the Pennsy's Pemberton branch, Philadelphia Region, at Camp.

Al Luedtkes explains the unusual numbering of NYS&W diesels. All even-numbered locos have multiple-unit connections, but odd-numbered units do not. He says the Susquehanna owned 4 RDC-1's, numbered M-1—M-4. They were sold to Jersey Central and renumbered 558-561.

A pocketbook collection of railroad fact-stories of the Steam Age, entitled *The Phantom Brakeman*, by Freeman Hubbard, is being issued in mid-April by Arrow Book Club, 33 W. 42nd St., New York 36, N. Y., at 30c a copy postpaid (25c if bought in a store). Book is not sold by publishers of *Railroad Magazine*.

No trace has been found of $11,000 stolen last Christmas season from management of 2-foot-gage Edaville Railroad, South Carver, Mass., reports D. Stanley Decker, 34 Marlan Rd., Worcester, Mass. The B&M has given Edaville an old train, *The Flying Yankee*.

## STEAM POWER

MAINLINE steam operation in U. S., except for Norfolk & Western, has dwindled to almost nothing, but a few isolated steamers have been fired temporarily for traffic rushes. Some steam is running on small industrial roads and even a few shortline common carriers.

Your *Hobby Club* editor, just back from a trip to Canada, reports Canada's steam power is far from dead. CNR and CPR are using much steam out of Montreal. Due to a business upswing to the east, which is all diesel, diesel units from Montreal area were sent to New Brunswick and eastern Quebec. Steamers fired up in Montreal area, some in Toronto, replaced them. Turcot roundhouse is alive with steam.

CNR suburban trains from Central Station to Dorval are pulled by 4-6-2T's. CPR is operating many commuter locals with 4-6-2's and 4-6-4's. We saw CPR steam operating west of Montreal to Ottawa, Toronto, and Quebec. Long-distance and local freights are handled by 2-8-0's, 2-8-2's, 4-6-0's, and 4-6-2's.

We enjoyed a fast ride, Quebec to Montreal, behind a CPR Crown Hudson on a regular passenger train, and thrilled to hear the muffled exhaust of the powerful steamer battling the grades. Train was timed at maximum speed of 78 mph.

H. L. Kelso's "Wheels Along the Hudson" (April issue) drew much applause, but Tom Mohr, Chicago, sends these corrections: "Not all of the Wa-

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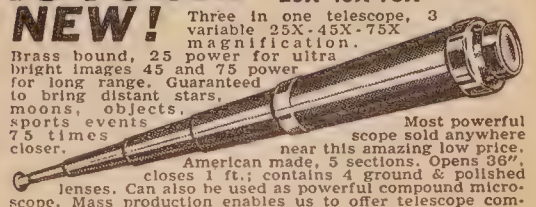

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bash 4-6-4's were rebuilt from 3-cylinder 2-8-2's, only the first were, these coming from 2600-2604. The other two, 705, 706, came from 2743, 2744, both 2-cylinder jobs. Santa Fe's 3640 was known as the *Blue Goose*, not *Bluebird*, later the *Mae West*." Photo on page 22 shows a 2-8-2, not 4-6-4. It wasn't Kelso's error.

In Alabama, you can still find a little steam here and there, according to Thomas Lawson, Jr., 2533 Montevallo Rd., Birmingham, Ala., who sends us the following additions to his article, "Steam Today in Alabama" (Feb. '59):

**The 9-mile Alabama Central, with two Alco 2-8-0's, Nos. 28 and 29, runs between a Manchester coal mine and Jasper. Both engines came from the Oneida & Western, which had acquired them second-hand. No. 28 was built in 1902 for the P&LE, No. 29 in 1923 for the Birmingham-Southern, later used on the Chattahooche Valley.**

**Mobile & Gulf operates No. 97, a Baldwin 2-6-0, between Brownville and GM&O connection at Buhl.**

**Sumter & Choctaw, which recently abandoned all but 3 of its 23 miles, works two Baldwins, 2-6-2 No. 102 and 2-8-2 No. 103, which alternate in switching the mill and a short run to the Southern at Lilita.**

**T. R. Miller Mill at Brewton, now dieselized, retains one of its three steamers as stand-by.**

**A 3-foot-gage line, Cheney Lime & Cement, at Allgood, hasn't turned a wheel since 1947 except for a gas-engine shoving dump cars, but has two 0-4-0T's stored: Nos. 1 (Vulcan, 1923) and 2 (Alco, 1918).**

B&M's last 4-6-2, No. 3713, is still stored in Fitchburg, Mass., roundhouse, inaccessible to photographers, reports Dick Hoisington, 6 Park Ave., Derry, N. H. Here are three other steam-power locations:

**Monroe, La.: Arkansas & Louisiana Missouri, 4-6-0, stored.**
**West Monroe, La.: Olin-Mathison, 2-6-2, ex Tremont & Gulf, working.**
**Tallulah, La.: Chicago Mill & Lumber, Heisler, working.**

Steam loco *Tommy*, mentioned in Dec. issue, has been bought from Okmulgee Northern by Sonken-Galamba Corp. and is now in their yards at 2nd and Riverview, Kansas City, Kan. "We are keeping *Tommy*," writes L. G. Galamba, Jr., "in the hope that some city, amusement park, or private collector wants to buy her. She has a historical background, is one of the few steamers of this type remaining for display." Interested in buying *Tommy*? Contact Mr. Galamba at Sonken-Galamba Corp.

Norfolk & Western is still using 2-8-8-2's and 0-8-0's out of Bluefield, W. Va., reports Leonard Baber, Jr., 238 Roxbury St., Clifton Forge, Va. Early this year the Virginian had several 2-6-6-6's, two 2-8-2's, and five or six ex-C&O 0-8-0's stored in scrap lines at Princeton, W. Va.

N&W steam situation looks bad to O. H. Borsum, Roanoke, Va. He says: "There are still some 0-8-0's and Mallets in Roanoke Yard. All remaining 600's have been scrapped. Three 4-8-2's are stored, all other 4-8-2's dismantled. Very few steamers active east or west of Roanoke. Mallets are used in coal mine area. *Jawn Henry* not yet scrapped but is still out of service.

"Last July 18," recalls Stephen Bowen, former Nickel Plate callboy, 1180 Gordon Rd., Lyndhurst, O., "I barely missed photographing NKP's last steam run between South Lorain and Bellevue. While driving my car I saw engine smoke on the horizon. I tried to beat the train to the underpass, but a state trooper intervened and while he was lecturing me No. 757, a 2-8-4, roared by."

A worthwhile souvenir of the Steam Age, now being prepared by Rail Photo Service, consists of a new series of nostalgic drawings of steam locomotives and trains, made with photographic accuracy by William M. Wagner, distinguished artist of the two-foot-gage Edaville Railroad.

The first four will be drawn from action shots of Starucca Viaduct (see page 15), the Pennsy's Horseshoe Curve, a New York Central Hudson, and an Espee *Daylight*. Each one, 11x14, suitable for framing, will be available at $1.50. Detailed information may be obtained from H. W. Pontin, Rail Photo Service, 93 Massachusetts Ave., Boston 15, Mass.

Denial that Northern Pacific loco 2461 is extant at Seattle comes from Burt Loring, Rte. 5, Brainerd, Minn. "She was junked at Brainerd in '52," he says. "Scrap inspector here gave me a complete scrap list. More than 400 NP locos have been dismantled here since 1930. Detailed list, $1.50. List of available builders' nameplates, 25 cents."

## COMING EVENTS

WE'VE BEEN TRYING to induce officers of West Coast railfan clubs to send us advance notices of club trips, for publication, but it seems they are too busy, too tired, or too indifferent to do so.

Meanwhile, we pick up a West Coast item now and then from *The Ferroequinologist*, monthly publication of Central Coast Ry. Club, edited by Jack Gibson, 24 Pleasant St., Los Gatos, Calif. and *The* Western Railroader,

F. A. Guido, Box 668, San Mateo, Calif.

Our only objection to this source of information is that by the time it reaches us much of it is too late to meet our deadlines. Here are some events sponsored by CCR Club but open to the public. For details, send a self-addressed stamped envelope to Donald Tustin, secretary, P.O. Box 783, San Jose, Calif.

**May 10—Sierra RR. trip featuring 3 steam locos. Limited capacity. Act fast.**
**July 4-5—Chartered bus to Ely, then ride Nevada Northern RR.**
**Aug. 1-2 (tentative)—Rail trip to annual meet of S. Calif. Live Steamers.**
**Aug. (some Sunday)—Big trees picnic train.**
**Labor Day—Steam logging train.**
**Sept. 27 (tentative)—Annual picnic, Billy Jones' Wildcat RR.**
**Oct. 18—Santa Fe yards, Richmond, Calif.**

May 29, 8 p.m.—Movies for railfans, Penn Station, YMCA Auditorium, New York City, featuring "Battle of the Rails" (French, with English titles), including spectacular derailment of Nazi troop train. This movie won Grand Prize at International Film Festival, Cannes. Also short rr. films. Tickets, $1. Contact George Abere, 107-33 109th St., Richmond Hill 19, N. Y.

Annual spring operating show of South Shasta Lines, an 0 gage 2-rail layout, is being held every Sunday afternoon in April, plus Saturday the 25th at 8 p.m., at G. A. Humann Ranch, two miles southeast of Gerber, Calif. Admission by donation.

Sat., May 2—NRHS, RR. Enthus. chapters jointly sponsor trip. N.Y. City to Reading, Pa. Lv. Liberty St. ferry 9 a.m. CNJ dieselized train lv. Jersey City 9:15, pick up passengers en route. 4½-hr. layover at Reading; 2½-hr. tour of Reading shops, live steam, locos spotted for pix. Bring lunch; food sold only on trains. N.Y. area round trip: adults $8, kids $5. From Allentown: adults $3.50, kids $2. Tickets from A. L. Creamer, 51 Tulip Rd., Springfield, N.J. Details from Bud Rothaar, 757 Pierpont St., Rahway, N.J.

May 17—NRHS, Washington Chap., trip from Wash. Union Station to Gettysburg and Hagerstown via B&O and WMd. Adults $8.50, kids $4.50. From Baltimore (Walbrook): $7.50, $4.00. Checks payable to NRHS Trip Committee, P.O. Box 487, Ben Franklin Station, Washington, D.C.

May 17—High-speed tour, New York City to Montauk via LIRR, $5. Contact Everett White, curator, Trolley Museum of N.Y., 481 12th St., Brooklyn, N.Y.

May 10—Steam run, Bellevue, Ont., to Bancroft, doubleheaded by Mogul and 2-8-0; photo stops, movie runs; lv. 7:45 a.m. Adults $8, kids $4. Send money order to Passenger Agent, Canadian Railroad Historical Asso., P.O. Box 22, Station B., Montreal 2, Canada. (Readily accessible to eastern U.S. and Canada; ask for details of connecting service.)

May 12 (2 p.m.)—"Automation in Railroading," V. E. McCoy, chief purchasing officer, Milwaukee Road, and other speakers, Amer. Soc. Mech. Engineers, Pike Congress Hotel, Chicago. Public admitted free.

May 30—NRHS, E. Tenn. chapter, sponsors Clinchfield RR. round trip to Elkhorn City, Ky.; see a grand canyon. Train will have two open gondolas, public address system. Lv. Johnson City, Tenn., 7:40 a.m. Adults $8.50, kids $4.75. Contact S. D. Patterson, 1309 Magnolia Ave., Kingsport, Tenn.

Early in July—Pacific Great Eastern fantrip to end of steel, 3 days, details from Ernie Plant, pres., PGE Boosters, 6344 Argyle Court, Horseshoe Bay, B.C., Canada.

National RR. Hall of Fame sponsors cachets, honoring a different railroad every day, mailed daily during Oregon Sept. 17. Prices: 100, $15; 50, $10; 20, $5; 10, $3; or 35¢ ea, 3 for $1. You may specify which roads. Proceeds aid Coach of Fame exhibit at Travel Town, Los Angeles. Send orders to C. J. Keenan, 6354 N.E. Cleveland Ave., Portland 11, Ore. ●

## OUR NEXT ISSUE (August, out June 1)

"The 4-8-2 Type," by H. L. Kelso.

"Railroad Navy." David Marshall brings you up to date on marine railroading in the States and Canada.

"Black Hills Central," a picturesque common carrier of passengers that is operating today with steam power.

"Great Railroad Strike of 1877," by "Carload Andy" Ospring, a retired hogger.

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Photo by C. T. Steeb

**Horse-cars have long since vanished from the streets of English-speaking North America, the last one being operated in Pittsburgh, Pa., in 1921, but this car is a lively tourist attraction at Disneyland in Los Angeles, California.**

# Railroadiana

ALL entries are printed free, in good faith but without guarantee. Not over 28 words (including name, address) except when you list old issues of this magazine. Use abbreviations such as *tts.* (timetables), *emp. tts.* (employes' timetables), and *SAS* (send stamped addressed envelope for list or information). If you want pen pals, specify your interests so they will know what to write about.

Because of printing and distribution schedules, entries for this section should reach us about 10 weeks before this magazine is due on the news-stands. Address Sy Reich, *Railroad Magazine,* 205 East 42nd Street, New York 17, N. Y.

## SWITCH LIST

JOHN AARDEMA, 114 16th Ave., Paterson, N. J., wants histories of Puget Sound Elec. Ry. and Hudson Riv. Day Line.

HENRY ALVARADO, 2339 64th Ave., Oakland, Calif., will buy certain issues of The Marker, NRHS of N. J.

DICK ANDERSON, 334 S. Prindle, Arlington Hts., Ill., sells size 116 negs., steam, elec.

FRANK ANTHONY, 2842 Fernwood, San Mateo, Calif., trades, sells Railroad Magazine, Western Railroader, other railroadiana. (SAS)

DAVE BARABAS, 27 Orth Ave., Passaic, N. J., will buy negs., slides, pix CNR 4-6-2 nos. 5532-5542 esp. 5535.

V. H. BARBER, 3828 Timberline Dr., S., Ft. Worth, Tex., sells tape recordings of round trip of New Orleans' St. Charles car line.

DICK BOGGIANO, 326 Audubon Ave., New York, N. Y., sells size 3½x5 pix SP, CNJ, C&O, PRR, C&NW, UP, NYC, BEDT.

ERVIN BORDEN, 185 Cedar St., New Bedford, Mass., wants 35mm colored slides of Queensboro Bridge Ry., 600 series cars, and Union St. Ry. trolleys, buses.

ELMER BRASWELL, 1581 Melrose Dr., S. W., Atlanta, Ga., trades pix of trolleys, locos, scenic. British fans welcomed. Answers all mail.

W. BROSCHART, 243-20 Superior Rd., Bellerose, N. Y., sells negs. steam, trolleys. Wants pix, negs. trolley-coaches in Kenosha, Wis., and Little Rock, Ark.

RUDY BRUBAKER, Pomfret School, Pomfret, Conn., collects dining-car menus.

GEO. BYRD, Jr., 11 Raines Ave., Sandston, Va., wants pix, info., mags, on streamlined steam locos. Will sell 12-vol. "Science of Railroad," by Kirkman, 1899.

H. J. COLIHAN, 2449 Jenkintown Rd., Glenside, Pa., will buy Rdg. steam pix, negs., up to 4x5, esp. pc size.

VIC CONTE, 1615 W. 6th St., Brooklyn, N. Y., buys pix, 35mm slides PCC's of CTA.

DOUG COTTS, 20 Dail St., New Hyde Pk., N. Y., will sell 20x40-in. nameplate from AT&SF Scout or will trade for PRR railroadiana or metal keystone.

PETE COX, 2936 W. 28 Ave., Vancouver, B. C., Canada, sells pix, negs. CNR, CPR, PGE, BCE, GN, NP, etc. List for 4c stamp, U. S. or Canadian.

OWEN DAVIES, 1214 LaSalle St., Chicago, Ill., buys, sells back issues Railroad Magazine, railroadiana; big list free if you specify your interest.

JERRY DAY, Box 342, Bartrop, La., sells 35mm pix Tremont & Gulf, Ark. & La. steam locos, cars. (SAS)

RON DEITER, 410 Westminster Rd., Brooklyn, N. Y., wants 35mm color slides British Rys., London Transport. Will sell model rr. mags. '51-'54.

JOE DISHIAN, 3144 N. Spalding Ave., Fresno, Calif., will sell Car Builder's Cyclo., 19th ed.; Highball, High Iron, Trains, Locomotives and the Air Brake, etc.

DON ETTER, write to Tom Peebles, Stellarton, Nova Scotia, Canada.

AL FEINSOD, Jr., Box 783, Venice, Fla., wants pix, info., negs. FEC, ACL, SAL, other Fla. rrs.; also May '35 Railroad Magazine.

JOE FELIX, 208 Pleasant St., Roseville, Calif., sells tokens, emp. tts. (SAS)

G. J. FLATICO, 3130 W. Rosamond, Spokane, Wash., wants northwestern rr. pix, esp. SP&S.

RAY GEHL, 6412 Printz Court, St. Louis, Mo., trades Off. Guides, Ry. Progress, RR. Model Craftsman, for 620 pix elec. lines and Colo. n.g.

GENE GLENDINNING, 11455 73 Pl., LaGrange, Ill., wants NYO&W, C&A, short line tr. orders. List of railroadiana for 4c stamp.

F. A. GUIDO, Box 668, San Mateo, Calif., sells back copies of Western Railroader; list free.

GRAHAME HARDY, Carson City, Nev., buys, sells old issues Railroad Magazine, other rr. mags., books, wide variety railroadiana; big list free.

WALT HARRIS, 202 W. Longview Ave., Stockton, Calif., sells back issues Railroad Magazine, Trains, model mags., books, pix. (SAS)

BILL HARTLEY, 2025 Kathryn Ave., Pomona, Calif., will buy AT&SF rulebook, SP Bakersfield and Yuma Div. emp. tts.

J. M. L. HEBERT, Box 23, St. Constante, P. Q., Canada, buys, sells, trades emp. tts., esp. Canadian. List free.

DICK HIGHUM, 4902 Nearglen Ave., Covina, Calif., wants info., pix, AT&SF 2-6-6-2's.

JOHN HORVATH, 194 Munroe Falls Ave., Cuyahoga Falls, O., wants any size negs. steam of certain rrs.

ANDY JACKSON, 17 Bryant Ave., Springfield, N. J., will buy steam loco brass bell with cradle, steam whistle, pressure gage.

GEO. JANES, 2235 35th Ave., San Francisco,

Calif., sells steam, elec. items. List free. Wants CERA Bull. 100.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N. Y., sells back issues Railroad Magazine, Trains, model mags. (SAS)

TOM KERBY, Tr. 8 Box 427, Tuscon, Ariz., wants pix SP 4400's, 5000's, cab-in-fronts. Sells tr. orders.

JIM KERWIN, 379 E. C St., Colton, Calif., wants English or Irish pen pals interested in train pix.

Mrs. RUBY KING, 9670 Lau Lane, Catati, Calif., will sell 128 rare old steam pix, some as early as 1837.

DON KISSICK, 36 Thompson St., Princeton, Ill., wants color and black-and-white negs. CA&E.

ROGER KRUEGER, 1936 Brigden Rd., Pasadena, Calif., sells SP, Western short-line pix. List free.

PAUL KUTTA, Shadyside Ave., South Nyack, N. Y., wants pix, tts., info. CNJ. Will trade 2¼x3¼ Speed Graphic or sell for $85.

JEROME LACHAUSSEE, 706 Jackson Ave., Pascagoula, Miss., will trade recent Off. Guides for old L&N empt. tts., MNO&P Div., or make cash offer.

B. LANE, Rt. 1, Box 459, Galesburg, Mich., sells bells, headlights, number plates, trolley controllers. List for stamped env.

BOB LA SON, 2127 S. 5 St., Rockford, Ill., wants railfan, and station agent pen pals.

RONNIE LEIBARTCH, 826 Stuart Ave., Outremont, Que., Canada, buys, trades, sells transfers, tokens, tkts. Answers all mail.

BOB LEMASSENA, 1795 S. Sheridan Blvd., Denver, Colo., wants 35mm slides 2-4-4-2, 4-4-6-2, 4-4-6-4, 6-4-4-6, 0-6-6-0, 4-6-4-4, 2-6-8-0, 2-10-10-2.

FRANK LESLIE, 123 Lake Ave., Red Bank, N. J., buys, trades PRR, Baldwin, Alco, Cooke, Manchester, Rodgers builders plates, PRR number plates.

ED LEWIS, 11 Hollywood Pl., Hohokus, N. J., sells, trades NYO&W forms, tr. orders, passes, rulebooks, NYC rulebooks. Wants NYO&W, M&U, NYS&W pix.

RON LEWIS, 349 Richard Ave., Hicksville, N. Y., buys, sells, trades all size trolley pix, negs., railroadiana. Seeks back issues Railroad Magazine, good cond.

BILL LINLEY, 37 Delage Ave., Quebec, Canada, wants 3½x5½ pix B&A, B&M, MeC, CV, CNR, CPR, steam, B&A diesels; also Railroad Magazines containing B&A, CNR loco. rosters.

ROY LINSCOTT Jr., 9 Everit Circle, Framingham, Mass., sells rr., trolley pix. (SAS)

ELVIN P. LIQUE, 917 N. 3 Ave., Wausau, Wisc., sells p.c. size steam pix SLSF, IC, C&NW, B&O, logging rrs., foreign rrs.

BILL LOEFFLER, 129 Rhodes Dr., New Hyde Park, N. Y., wants pix, rosters, tts., info. all n.g. roads, esp. SV, SP, D&RGW.

C. E. MARSHALL, 22 Pasho St., Andover, Mass., buys RGS color and black-and-white slides and pix.

BILL MARVEL, 1170 Locust St., Denver, Colo., wants p.c. size or smaller pix CNR 2-8-2 4092-4097 ex 3800's.

E. L. MAY, 64-39C 186 Lane, Fresh Meadows, N. Y., sells size 616 negs. (SAS)

J. McMENAMIN, 3024 Georgia St., Vallejo, Calif., wants pix, negs. West Coast trolleys, back issues, Railroad Magazine.

R. MERKLE, Box 116, West Englewood, N. J., sells 8x10 pix NYO&W.

JEROME MOSES, Box 135, Madison Square Sta., New York City, sells transfers, tokens. (SAS)

PAUL MOYER, 801 Sunnyview, Dayton, O., sells color p.c. package ng roads, $1. Buys rr. lanterns, locks, keys.

RAY MULLER, 8315 Airport Rd., Berkeley, Missouri, wants any size pix showing boiler and running gear of C&O H-8 and J-3a classes.

DAVE NESTLE, Box 221, Milford, N. Y., will sell brass steam coach lamp, interurban arc headlight, markers. (SAS)

TOM O'NEIL, 715 Verner Ave., McKeesport, Pa., sells 8mm movies, B&O, Pennsy, NYC diesels.

NORMAN ORFALL, 421 W. 6th Pl., Mesa, Ariz., trades SP emp. tts. for those of other roads.

Mrs. B. W. PARLEY, 4632 S. Albany Ave., Chicago, Ill., collects transfers.

STEVE PATTERSON, 1309 Magnolia, Kingsport, Tenn., trades tr. orders. Wants pix Sou. steam locos, coaling towers, for modeling.

ART PETERSON, 49 Edgegrove St., Fords, N. J., will trade link-and-pin couplers, size 8x10 steam pix, railroadiana for builder's and number plates.

ARNOLD IRVINE REID, Defensa 665, Buenos Aires, Argentina, sells Argentina, Chilean color slides, trolleys, rrs. Send for list.

FELIX REIFSCHNEIDER, Fairton, N. J., sells trolley books. List free.

J. L. ROGERS, 7 Cape Ct., Millburn, N. J., buys brass switch keys; has NYO&W, LIRR, NYC, DL&W to trade.

GERALD RUCH, 3834 W. 105 St., Chicago, Ill., wants IC, IHB, C&EI, CMSTP&P, GTW switch keys.

STU SATHER, 2368 Victory Pkway., Cincinnati, O., will buy Mpls.-St. Paul Interurban Spcl., other Minn. trolley info.

G. SAUDER, 5641 Peach St., Erie, Pa., will sell various issues Railroad Magazine, Trains, model mags., Vols. 1 and 2 of Trains (1 is reprint).

JIM SEACREST, 2750 Woodcrest, Lincoln, Neb., buys, trades sizes 116, 120 steam negs., pix CB&Q, RI, on approval. Answers all letters.

A. V. SCHECKLER, Earle Hotel, Louisville, Ky., will sell for $15 huge historical rr. and streetcar photo collection, 5 albums, heavy-backed, bolted; cost much more.

C. SCHWANTES, 4001 N. Sawyer St., Indianapolis, Ind., wants '28-'40 Off. Guide.

JIM SEFTON, 6358 Yucca, Los Angeles, Calif., sells 3½x5½ pix: steam, Western trolley, diesel.

JOE SMITH, 304 Picker Ave., Wood River, Ill., sells 35mm color slides DRGW, C&S, RGS, IC, V&T, AT&SF, steam, abandoned Western rr. scenes.

BOB SPRAGG, 1050 Plymouth St., Windsor, Conn., wants 35mm color slides CPR 2-10-4, 2-10-2, 4-8-4, 2-8-2, 0-6-0, and CNR 2-10-2, 4-8-4, 2-8-2.

WESLEY STEAD, Box 592, Effingham, Ill., wants pix MKT wrecks at Tebbets, Mo. Dec. 11, '42; Boughner, Mo. Dec. 17, '41; other wreck pix '20-'45.

AL STEIGNER, 4106 Maryland Dr., Brookmont, Md., will buy Interurbans Special Nos. 11, 13.

WARREN STOWMAN, 2011 W. Godfrey Ave., Philadelphia, Pa., wants any size pix LV 2-8-0 No. 690, DS&S No. 16. Will exchange lists.

TED TAETSCH, 14218 Garfield Ave., Lakewood, O., sells up to p.c. size trolley pix, up to size 620 negs. Answers all mail.

DICK TESCH, 119 E. College Ave., Waukesha, Wisc., buys pix trolleys in Wis. except Milwaukee.

JACK TRACEY, 1064 49 St., Sacramento, Calif., buys pix locos, frt., pass. cars, depots of Ocean Shore.

A. von BLON, Box 6422, BU Station, Waco, Tex., offers 4-wheel caboose with wheels for sale. Wants old issues Railroad Magazine, emp. tts., books, passes, switch keys.

JOHN WALLACE, 2151 33rd Ave., San Francisco, Calif., wants interurban whistles, esp. PE; Western steam and elec. nega., any size.

G. R. WARD, 71 Chadwick Sy., Paterson, N. J., sells, swaps jumbo size trolley pix, 1939 to date. List and sample, 25c.

GEO. WHITE, 548 43rd Ave., San Francisco, Calif. wants PE whistles; pix, negs., traction literature, tts. List.

J. R. WILLIAMS, 8 Harvey Lane, Hanover, N. H., wants pix B&M 2-10-2's, 2-8-4's suitable for model building.

F. H. WORSFOLD, 5302 Shepard Sta., Columbus, O., will sell Railroad Magazine, Feb. '37 to Dec. '57; Trains Jan. '48 to Dec. '57.

STEVE ZAWACKI, 19366 Fenelon Ave., Detroit, Mich., sells pix p.c.'s of DSR PCC 285.

J. C. BURCHARD, Box 293, East Haven, Conn., will pay 25c ea. for Colo. n.g. negs., also Colo. Midland, Mid. Term, CCCD.

A. H. BERNER, 28 Lancaster, Baldwin, N.Y., sells traction pix 300 systems; trades sizes 116, 120 negs., 35mm slides. (SAS)

DON SMITH, 5050 S. Kedzie Ave., Chicago, Ill., sells 35mm color slides, elec. traction, some steam. List, sample, 25c. Also buys, swaps slides.


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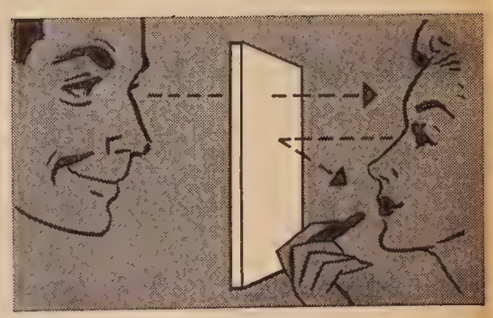
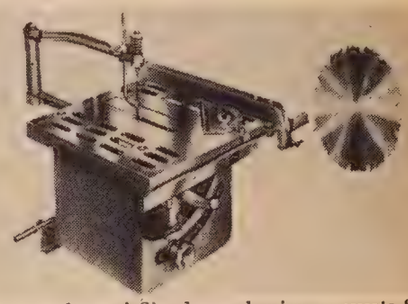
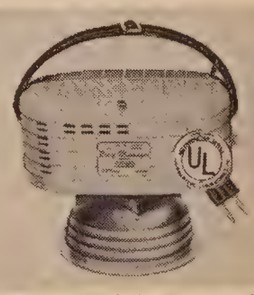


This is the same magic one-way glass used in police work for secret observation of prisoners. When viewed from one side, mystery mirror gives perfect mirror reflection, yet observer on other side can see right through it. Many uses—and fun! 2"x2", $1.95; 6"x6", $5.95; 12"x12", $11.95. Other sizes. Chabon Co., 411 Lincoln Bldg., New York 17, N. Y.



Boon to craftsmen! Simple mechanism converts 8" tilt arbor saw to blade jig saw in 3 minutes. Cast iron table resists gouging, etc. Adjustable. Accurate. Table top is 10"x13". Height 9½". Arbor diameter ½". Weight 30 lbs. Cuts those hobby costs! Complete unit and blades for $24.95 f.o.b. from American Machine & Tool, Dept. AR, Royersford, Pa.

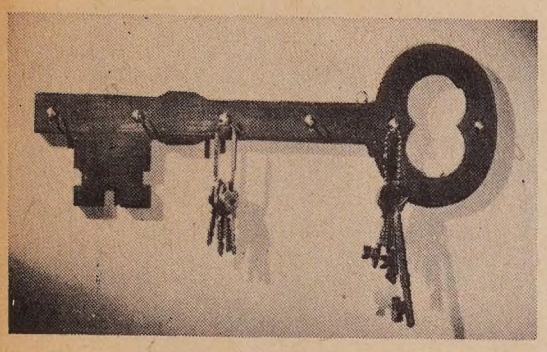
Not a toy, this Czech air rifle with precision rifled barrel gives terrific firing power. Shoots pellets and darts. Great to hunt crows, rabbits. No license needed, but the fine people who handle this, cannot sell to minors. $10.60 ppd. for rifle. 1,000 pellets, $2.98; 72 darts, $2.20. A beauty! Empire Merchandise, Dept. H5, 11 East 47th St., N.Y. 17.



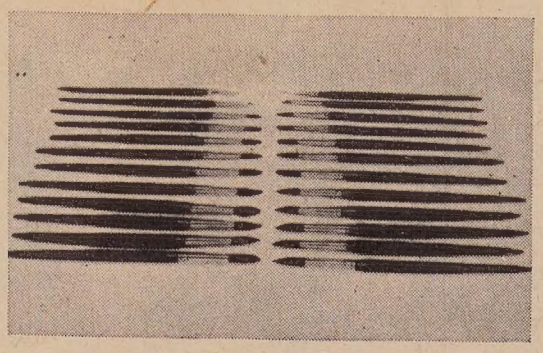

Care to take off a bit of that "excess baggage" or firm those flabby tissues? Well, according to the maker of this massager, Spot Reducer is almost like having your own private masseur at home. Standard model, $9.98; deluxe model, $12.98 ppd. Money back guarantee. Obtainable from Body Massager, 403 Market, Dept. B-309, Newark, N. J.

# SHOP BY MAIL

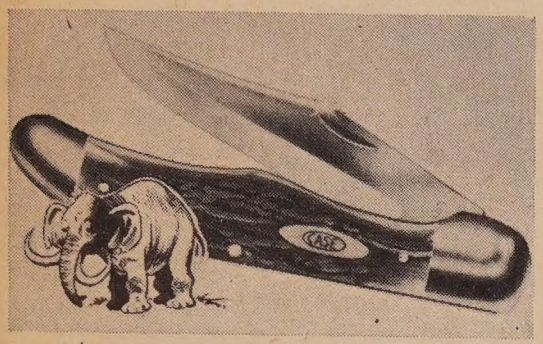
**All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising.**



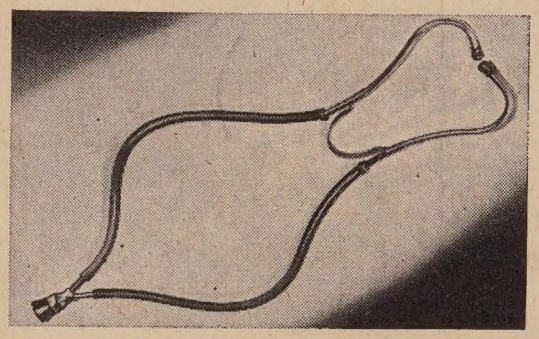
You'll want to latch on to this giant key for sure! Not only a handy holder for all those keys, but makes a wonderfully attractive wall decoration. Made of handsome, solid cherry wood in light or dark finish. Can't go wrong on this for gift-giving. Giant key holder comes for $2 ppd. from Carl Forslund, 122A E. Fulton, Grand Rapids, Mich.



You don't have to be an artist to use these fine camel-hair brushes (though they sure use 'em). Whether for fine line work, broad strokes or just for household usage, you can't beat these beauties. Soft, yet firm, each is solidly set in metal grip. You get 24—2 of 12 different brushes. $2 ppd. Scott-Mitchell, Dept. B-66, 415 S. B'way, Yonkers, N. Y.

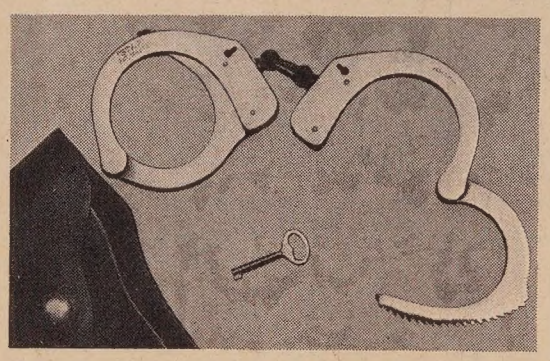


Called the Elephant Toe-Nail Knife *because it's big* and does big-sized jobs for you. 5¼" long when closed. Has bone stag handle, nickel silver bolsters. *You'll* "never forget" your *elephant* knife for hunting and fishing! Comes in leather sheath for $5.95, or with 2 blades, $6.80 ppd. A beauty. Florida Imports, Dept. EA, Green Cove Springs, Fla.

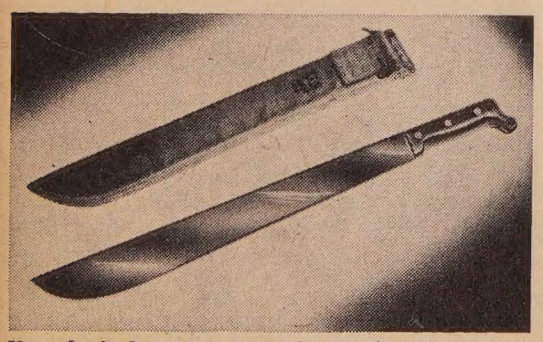


Ever try to buy one of these? Hard to find, and usually expensive, this is a U. S. Medical Corps stethoscope. *Brand new,* it's ideal for doctors, engineers and mechanics (to check trouble spots in motors, etc.), educational for kids and adults. Handy in the country. $2.95 ppd. (half-regular price). Banner Supply, 49 East 41st, N. Y. 17.

Philatelic fun! A spectacular collection of 115 genuine, all-different postage stamps boasts the world's largest and smallest stamp, *plus* an array of the *weirdest* stamps you'll ever find! Fantastic shapes, brilliant colors, bizarre designs. Surprise your collector-friends with a set, too. 10¢ ppd. from H. E. Harris, 5441 Transit Bldg., Boston 17, Mass.



Once they're locked only the key will open these hard steel handcuffs. Type preferred by sheriffs, detectives, etc. Tamper-proof lock. Polished nickel surface. Professional belt carrying case comes free with each pair. $1 deposit with C.O.D. orders. Handcuffs come for $9.50 ppd. Order from Big Three Enterprises, Dept. 17, 1109 Sixth Ave., N. Y.



You don't have to cross the border to get one of these 18" blade machetes. War surplus (Army made 'em for use in tropics), you can bush out a trail, clear a camp site, or fell a good-sized tree with one of 'em. In sturdy green canvas shield with belt clip. $2.95 ppd. Arms & Weapons, Dept. A-2, 40 East 40th St., New York 16, N. Y.


GIANT
WOLF KILLER
STILETTO

SHARP DEPENDABLE BEAUTY!

*Imported from Italy*

Famous world'over, this fabulous knife is the most effective weapon one can find for any hunting or fishing emergency. Only takes a flick of the hand to open it for instant action. Locks in open position. Heavy steel blade, bone handle.

**STILETTO SAVES MAN'S LIFE:**

T. R. Moscow, Idaho, reports: "Wolf freed himself from one of my traps just as I was approaching and attacked me. My gun was lost in the snow and only your fine Stiletto knife saved me from possible serious injury." Choose: Small (5-9/16" open), $4.70. Regular (7-1/16"), $4.95. Mammoth (11"), $7.50. or Colossal (13¼"), $8.95. Send cash, check or M.O. Sorry no COD's. 10-day money back guarantee. Calif. res. add 4% state tax.

**SEAPORT TRADERS, INC.**
1221 S. Grand Ave., Dept. AM61 Los Angeles 15, Calif.

**"TALKING PENCIL" Radio**
**No Batteries! No Electricity!**

IT TALKS!! IT SINGS! IT WRITES! ITS SENSATIONAL!!! Revolutionary new Germanium-diode RADIO concealed inside standard size mechanical pencil. Writes like any other pencil—but what a difference!
Just connect to most any metal ground, LISTEN in on earphone and HEAR the NEWS, SPORTS and LATEST HITS, while you write.
**Will last indefinitely. GUARANTEED . . . GIFT BOXED**
**Only $5.95. Postpaid. 2 for $11.00. Send check or M.O. to**

**SCROGGS IMPORTS**
Dept. 3, 360 S. Hawthorne Blvd., Hawthorne, Calif.

**.22 REVOLVER . . . $12.95**

Excellent for target, plinking or defense. **Thousands sold.** This new 6-shot Rosco Vest Pocket revolver is a tight, accurate, well-made piece. 2½" Bbl., 5" overall. Fires popular .22 short ammo. Features side gate loading, hair trigger adjustment, screw-in ejector rod. Has steel rifled barrel with blade front sight. Normally sold in $28-$35 range, NOW ONLY $12.95. Leather holster $2.25, .22 short ball ammo $1 for 100 rds. Shipped F.O.B. Los Angeles, express charges collect. Send cash, check or M.O. Sorry, no C.O.D.'s. For fast service, enclose signed statement: **"I am not an alien, have never been convicted of a crime of violence, am not under indictment or a fugitive. I am 18 years or over."** (Res. of Mo., Mich., N.Y., N.J., & N.C. must enclose police permit with order.) Calif. res. must purchase gun in our store.

**SEAPORT TRADERS, INC., Dept. AM-6**
1221 So. Grand Ave., Los Angeles 15, Calif.



**CUT-TO-FIT HOMES CUT COSTS UP TO 40%**

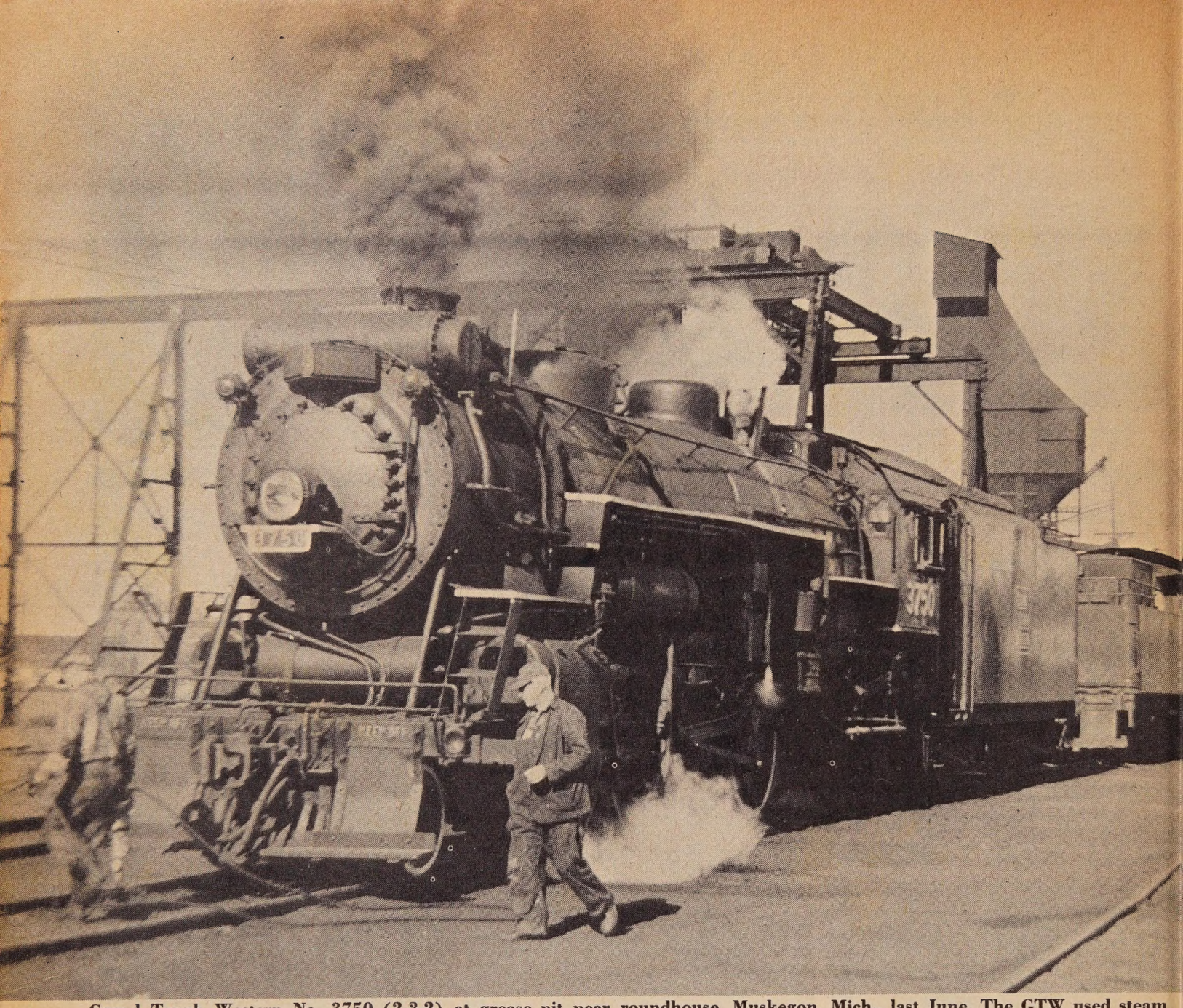
Save labor cost up to 100%, reducing completed home cost up to 40%. You can assemble any of 57 designs from easy-to-follow plans. No measuring or cutting . . . every piece precision machine pre-cut and marked.

**BUY DIRECT FROM MILL.** Eliminate all between overhead, profit and labor costs. Nothing to plan or figure. Complete with all lumber, hardware, paint, nails, glass, roofing, etc. Sterling Home quality material throughout. Freight paid most areas. Write today. Send 25c for illustrated, color catalog, floor plans and details.

CHOICE OF 57 DESIGNS

PRICED FROM $2150 UP
FIVE EASY-PAYMENT PLANS

**INTERNATIONAL MILL & TIMBER CO. Bay City, Michigan, DEPT. AD69**



**Grand Trunk Western No. 3750 (2-8-2) at grease pit near roundhouse, Muskegon, Mich., last June. The GTW used steam on passenger runs long after most roads had gone all-diesel, but finally banked its fires and joined the big parade.**

Charles R. Foss, Box 5087, Rte 1, Cherry Valley Rd., Middleville, Mich.

O. H. BORSUM, 2741 Lansing Drive, S.W., Roanoke, Va., sells N&W roster, 1954 to date, with scrapping dates, plus set 15 steam pix, all $3.50; roster only, $1.50.

WARREN WING, 11850 42nd S., Seattle, Wash., sells western Wash. streetcar, interurban, steam pix, back issues Railroad Magazine. (SAS)

BRIAN SYKES, 2111 22nd Ave., Calgary, Alta., Canada, wants tr. orders, pix, any road., esp. CNR, CPR steam 2-8-2's, 4-6-2's, 5900's.

TOM GEAY, 956 Madrid St., San Francisco, Calif., buys, trades size 616 negs., Mkt. St. Ry. Sells size 116 pix, 10c ea. Swaps negs., U.S., Canadian, steam, elec.

F. F. SIMONS, c/o United Air Lines, 5959 S. Cicero, Chicago, Ill., buys, trades slides, elec., diesel, steam, esp. shortlines; buys tickets, trfs., passes, etc.

TOM BJORKMAN, 387 Knickerbocker Rd., Tenafly, N. J., will buy Railroad Magazine: Feb., Apr.-June '33; Feb.-Sept., Nov. '32; Feb.-July '31; Jan.-Mar., May, June, Sept., Oct. '30; all before 1930.

C. E. LEWIS, Sierra Vista, Ariz., will send big mimeographed auction list tts., emp. tts., many rare. (SAS)

W. T. GOLSON, 4735 North St., Baton Rouge, La., will take 4x5 negs. and 16mm movies of trains, locos, streetcars in New Orleans area, black-and-white or color. Has good cameras. A swap hobby. (SAS)

GEO. BYRD, Jr., 13 Raines Ave., Sandston, Va., wants list of all roads that had streamlined steam locos.

DICK GIBBONS, 117 Bacon St., Natick, Mass., must sell copies of Railroad Magazine, Jan. '39 thru Aug. '54. (SAS)

CLIFF COMER, 3718 E. 4th St., Dayton, O., wants to contact collectors of hand oil-burning rr. lanterns; buy, sell, trade lanterns, info.

WM. DRAKE, Jr., 14 Garden St., Bergenfield, N. J., wants photos and drawings of early NYO&W locos, cars.

BILL JERNSTROM, 2637 Larchway, South Bend, Ind., will sell for top bid Indiana RR. tts. 1931 thru '36, good cond.; Midwest elec. rr. maps, etc. Write for listings.

L. T. JOYCE, 3112 Wayne St., Harrisburg, Pa., will sell many issues Railroad Magazine, Trains, Ry. Age., etc., 1937-'58. (SAS)

JIM ROBINSON, P.O. Box 44, Pass-a-Grille Beach 41, Fla., will buy ACL pass. condr.'s coat buttons, blue background, gold lettering.

C. A. WOOLUM, 966 Berwin St., Akron, Ohio, will sell most issues Railroad Magazine, 1941 thru '53, good cond. Use reply postal to send for list.

## MODEL TRADING POST

DON CHURCH, 186 Lake Shore Dr., Crystal Lake, Ill., will sell std.-gage AF box-cab elec., 4 pass. cars, good cond.

G. J. FLATICO, 3130 W. Rosamond, Spokane, Wash., wants HO gage SP&S diesel, steam, cars.

GEO. JANES, 2235 35 Ave., San Francisco, Calif., will sell Lionel 773, mint cond. $75. Trades tinplate catalogs, traction, bulletins.

FRANK KINGSLEY, Box 195, Pittsford, Vt., will sell Lionel 2531, 2532, 2533, 2534, 22151 or trade for two 153 or two 253.

S. MAHOLY, 2300 W. 21 St., Chicago, Ill., will sell Dorfan 0 gage No. 51 loco, 2 cars, orig. carton. (SAS)

ALDEN MILLER, 3212 34 Ave. S., Minneapolis, Minn., wants Lionel std.-gage 381E with state name cars, catalogs, other deluxe wide-gage trains.

L. D. MOORE, Jr., 2102 Parker Ave., Portsmouth, Va., sells, trades 0 gage Ives, AF locos, cars. (SAS)

STEVE PATTERSON, 1309 Magnolia, Kingsport, Tenn., will sell Lionel RW, KW, three locos fair cond., three 027 gage switch controlers. List free.

BOB RIVEBREVER, RFD 2, Box 190, Frostburg, Md., will sell std.-gage tr. with accessories, loco 400E. ●

# "He Made Me Feel Like A Bride Again"

IT'S hard for me to believe that a few weeks ago I actually thought about leaving my husband! He had become so nervous and irritable — so cross with the children and me that there was just no living with him. He was always "too tired" to do anything — to visit friends, go to the movies — too run-down to have fun with his family. Even our children were puzzled and hurt by his week-in, week-out grumpiness. Frankly we bickered and fought so much I thought our marriage was over.

When Jim finally went to our family doctor, the examination proved there was nothing really wrong. The doctor said Jim's condition was merely caused by an easily corrected *nutritional deficiency* in his diet. You can imagine how shocked *I* was to discover that even though Jim was well-fed, he was actually poorly *nourished* due to a lack of vitamins, minerals and lipotropic factors.

Just when things looked blackest, we learned about the famous Vitasafe Plan through an ad in our newspaper. It told how other people with Jim's condition had been helped by taking just one Vitasafe Capsule a day. Naturally, we sent for a trial month's supply. What a difference it has made! Vitasafe High-Potency Capsules have helped him snap back with increased vigor and vim. I'm so happy, I feel *like a bride* again! Perhaps someone in *your* family feels tired and run-down because of a nutritional deficiency. Why don't you take advantage *right now* of this sensational trial offer as we did?

*A dramatization posed by professional models.*

## 25¢ *just to help cover shipping expenses of this* FREE 30 days supply HIGH-POTENCY CAPSULES

LIPOTROPIC FACTORS, VITAMINS and MINERALS

**Safe nutritional formula containing 27 proven ingredients: Glutamic Acid, Choline, Inositol, Methionine, Citrus Bioflavonoid, 11 Vitamins (including blood-building B-12 and Folic Acid) plus 11 Minerals.**

To prove to you the remarkable advantages of the Vitasafe Plan . . . we will send you, without charge, a 30-day free supply of high-potency VITASAFE C.F. CAPSULES so you can discover for yourself how much stronger, happier and peppier you may feel after a few days' trial! Just one of these capsules each day supplies your body with over *twice* the minimum adult daily requirements of Vitamins A, C, and D . . . *five times* the minimum adult requirement of Vitamin B-1 and the *full concentration* recommended by the Food and Nutrition Board of the National Research Council for the other four important vitamins! Each capsule contains the amazing Vitamin B-12 — one of the most remarkable nutrients science has yet discovered—a vitamin that actually helps strengthen your blood and nourish your body organs.

Glutamic Acid, an important protein derived from natural wheat gluten, is also included in Vitasafe Capsules. And to top off this exclusive formula, each capsule now brings you an important dosage of Citrus Bioflavonoid. This formula is so complete it is available nowhere else at this price!

**EACH DAILY VITASAFE CAPSULE FOR MEN CONTAINS**

| | | | |
|---|---|---|---|
| Choline Bitartrate | 31.4 mg. | Niacin Amide | 40 mg. |
| Inositol | 15 mg. | Calcium Pantothenate | 4 mg. |
| dl-Methionine | 10 mg. | Vitamin E | 2 I.U. |
| Glutamic Acid | 50 mg. | Folic Acid | 0.5 mg. |
| Lemon Bioflavonoid Complex | 5 mg. | Calcium | 75 mg. |
| Vitamin A | 12,500 USP Units | Phosphorus | 58 mg. |
| Vitamin D | 1,000 USP Units | Iron | 30 mg. |
| Vitamin C | 75 mg. | Cobalt | 0.04 mg. |
| Vitamin $B_1$ | 5 mg. | Copper | 0.45 mg. |
| Vitamin $B_2$ | 2.5 mg. | Manganese | 0.5 mg. |
| Vitamin $B_6$ | 0.5 mg. | Molybdenum | 0.1 mg. |
| Vitamin $B_{12}$ | 2 mcg. | Iodine | 0.075 mg. |
| | | Potassium | 2 mg. |
| | | Zinc | 0.5 mg. |
| | | Magnesium | 3 mg. |

**SPECIAL PLAN FOR WOMEN ALSO AVAILABLE. CHECK COUPON IF DESIRED.**

**WHY YOU MAY NEED THESE SAFE HIGH-POTENCY CAPSULES**

As your own doctor will tell you, scientists have discovered that not only is a daily minimum of vitamins and minerals, in one form or another, absolutely indispensable for proper health . . . but some people actually need *more* than the average daily requirements established by the Food and Nutrition Board of the National Research Council. If you tire easily . . . if you work under pressure, subject to the stress of travel, worry and other strains, with resulting improper eating habits . . . then you may be one of the people who needs this extra supply of vitamins. In that case, VITASAFE C.F. CAPSULES may be "just what the doctor ordered"—because they contain *the most frequently recommended food supplement formula for people in this category!*

**POTENCY AND PURITY GUARANTEED**

There is no mystery to vitamin potency. As you probably know, the U.S. Government strictly controls each vitamin manufacturer and requires the exact quantity of each vitamin and mineral to be clearly stated on the label. This means that the purity of each ingredient, and the sanitary conditions of manufacture are carefully controlled for your protection! When you use VITASAFE C.F. CAPSULES you can be sure you're getting exactly what the label states . . . *pure* ingredients whose beneficial effects have been proven time and again!

**WHY WE WANT YOU TO TRY A 30-DAY SUPPLY — FREE!**

We offer you this 30-day free trial of valuable VITASAFE C.F. CAPSULES for just one reason. So many persons have already tried them with such astounding results . . . so many people have written in telling us how much better they felt after only a short trial . . . that we are absolutely convinced that you, too, may experience the same feeling of improved well-being after a similar trial. In fact, we're so convinced that we're willing to back up our convictions with our own money. *You* don't spend a penny for the vitamins! A month's supply of similar vitamin capsules, if it were available at retail, would ordinarily cost $5.00.

**AMAZING PLAN SLASHES VITAMIN PRICES ALMOST IN HALF**

With your free 30-day supply of Vitasafe High-Potency Capsules you will also receive complete details regarding the benefits of an amazing new Plan that provides you regularly with all the factory-fresh vitamins and minerals you will need. *You are under no obligation to buy anything!* If after taking your free capsules for two weeks you are not entirely satisfied, simply return the handy card that comes with your free supply and that will end the matter. Otherwise it's up to us — you don't have to do a thing — and we will see that you get your monthly supplies of capsules automatically and *on time* for as long as you wish, at the low, money-saving price of only $2.78 per month (plus a few cents shipping) — *a saving of 45%*. Mail coupon now!

**SPECIAL PLAN FOR WOMEN**

*Women may also suffer from lack of pep, energy and vitality due to nutritional deficiency. If there is such a lady in your house, you will do her a favor by bringing this announcement to her attention. Just have her check the "Women's Plan" box in the coupon.*

®"Vitasafe" Reg. T.M. ©1958 Vitasafe Corp.

*Mail Coupon To* **VITASAFE CORPORATION,**
**43 West 61st Street, New York 23, N.Y.**
**or when in New York visit the VITASAFE PHARMACY, 1860 Broadway at Columbus Circle**
**IN CANADA: 394 Symington Ave., Toronto 9, Ontario**

**FILL OUT THIS NO RISK COUPON TODAY!**

VITASAFE CORP. G-67
43 West 61st Street, New York 23, N. Y.

Yes, I accept your generous no-risk offer under the Vitasafe Plan as advertised in Adventure M. G.

Send me my FREE 30-day supply of high-potency Vitasafe Capsules as checked below:

☐ Men's Plan ☐ Women's Plan

I ENCLOSE 25¢ PER PACKAGE for packing and postage.

Name.....

Address.....

City.....Zone....State.....

This offer is limited to those who have never before taken advantage of this generous trial. Only one trial supply under each plan per family.

IN CANADA: 394 Symington Ave., Toronto 9, Ont.
(Canadian Formula adjusted to local conditions.)

# Did you ever ask yourself...

# WHY CAN'T I GROW HAIR?

First, let's understand a few facts about hair growth and baldness. Common baldness follows a characteristic pattern. The hair recedes at the temples and there is a gradual loss of hair at the crown of the head. Hair lost in this manner is progressive and, if unchecked, the end result is baldness.

You may have seen ads with "before and after" photographs of men and women enjoying renewed hair growth. These photographs are probably authentic. But the next time you pick up one of these ads observe it carefully. Note that the baldness areas do *not* follow the characteristic pattern of common baldness. Note that the bald spots are not on the crown or at the temples. Instead, they are almost on any other part of the head—the back of the head, the side of the head — places where most people still retain hair after many years of being bald. These people were suffering from a scalp disorder called *alopecia areata*, which means loss of hair in patches. In these cases the hair falls out in clumps practically overnight, and grows back the same way after weeks, months, or years later. Doctors don't know the cause of alopecia areata but believe it results from a nervous disturbance.

At any rate, the chances are 98 to 1 that *you do not* have alopecia areata.

## NOW YOU CAN STOP WORRYING ABOUT BALDNESS

Now we can clear the air. Up to this time no one has discovered how to GROW HAIR ON A BALD HEAD. No, nothing known to modern science, no treatment, no electric gadget, no chemical, no brush, no formula can GROW HAIR. So, if you are already bald, make up your mind you are going to stay that way. Quit worrying about it—enjoy yourself.

But if you are beginning to notice that your forehead is getting larger, beginning to notice too much hair on your comb, beginning to be worried about the dryness or oiliness of your hair, the itchiness of your scalp, the ugly dandruff—these are Nature's Red Flags. They warn you that if these conditions go unchecked, baldness may be the end result.

Yes, there *is* something you can do to help save your hair.

The development of the amazing new formula series called Alophene may mean that thousands of men and women can *now increase the life expectancy* of their hair. Alophene has two basic formulas, with the dual purpose of correcting a scalp condition that often results in baldness, and giving greater health and longer life to the hair you still have.

## HOW ALOPHENE WORKS ON YOUR SCALP

This is how Alophene works: (1) It tends to normalize the secretions of your sebaceous glands, controlling excessive dryness and oiliness. A few treatments, and your hair looks more beautiful, more vital, and healthier. By its rubifacient action, it stimulates blood circulation to the scalp, thereby supplying more nutrition to the hair follicles. It supplies Vitamin A to the scalp, which some medical authorities believe may be an essential nutritive factor to the hair and scalp.

(2) As an effective antiseptic, Alophene kills, on contact, seborrhea-causing bacteria believed by many medical authorities to be a cause of baldness. By its keratolitic action, it dissolves dried sebum and ugly dandruff, it controls seborrhea, thereby tending to normalize the lubrication of the hair shaft, and eliminating head scales and scalp itch. In short, Alophene offers a modern effective treatment for the preservation of your hair.

Today there is no longer any excuse for any man or woman to neglect the warning signals of impending baldness. After years of research and experimentation, we can say this about Alophene. We know of no other treatment, used at home or in professional salons, that can surpass Alophene in saving your hair.

## ALOPHENE IS UNCONDITIONALLY GUARANTEED

Therefore, we offer you this UNCONDITIONAL GUARANTEE. Try Alophene in your own home. In only 10 days your hair must look thicker, more attractive and alive. Your dandruff must be gone, your irritating scalp itch must stop. In only 20 days you must see the remarkable improvement in your scalp condition, and the continued improvement in the appearance of your hair. After 30 days you must be completely satisfied with the rapid progress in the condition of your hair and scalp, or return the unused portion of the treatment and we will refund the entire purchase price at once.

You now have the opportunity to help *increase the life expectancy of your hair—at no risk.*

So don't delay. Nothing — not even Alophene—can grow hair from dead follicles. Fill out the coupon below, while you have this chance to enjoy thicker - stronger - healthier HAIR AGAIN.

©BLYTHE-PENNINGTON, LTD., 23 West 44th St., New York 36, N. Y.

**Note to Doctors:** Doctors, clinics, hospitals engaged in clinical work on scalp disorders are invited to write for samples of the new Alophene Formula Series.

**BALDNESS WON'T WAIT! ACT NOW!**

**BLYTHE-PENNINGTON, LTD., 23 West 44th Street, New York 36, N. Y.**

Please send at once the complete Alophene hair and scalp treatment (60 days' supply) in plain wrapper. I must be completely satisfied with the results of the treatment, or you GUARANTEE prompt and full refund upon return of unused portion of treatment.

☐ Enclosed find $10. (Cash, check, money order). Send postpaid.

☐ Send C.O.D. I will pay postman $10 plus postage charges on delivery.

Name_____

Address_____

City_____ Zone____ State_____

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